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THE IMPERIAL GUIDE TO INDIA.

WITH MAPS
AND
ILLUSTRATIONS

THE IMPERIAL GUIDE TO INDIA.

THE IMPERIAL GUIDE TO INDIA

INCLUDING KASHMIR BURMA AND CEYLON

WITH ILLUSTRATIONS
MAPS AND PLANS

LONDON
JOHN MURRAY ALBEMARLE STREET W
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PREFACE.

THIS volume has been compiled to meet the want of a brief reliable guide to our Eastern Empire, at a reasonable price.

In the present work, the limitations of space forbid many details—which can best be obtained from the local guides—but an effort has been made to direct the visitor to the places most worthy of his attention, and it is hoped that the illustrations (from photographs kindly supplied by Messrs. Bourne and Shepherd, of Bombay, Calcutta and Simla) will help him in the choice of a tour. Names of hotels, clubs, banks, and chemists are given as far as possible, but it must be remembered that many hotels enjoy but an ephemeral existence, and it is always wise to make previous enquiries if possible.

The spelling of Indian names is a very vexed question. The plan here adopted has been to employ that in general use in the country, rather than to slavishly follow any single cut-and-dried system.

Amongst the numerous works and authorities consulted are: Fergusson's "Handbook of Architecture," "Rock-cut Temples of India," etc.; Burgess's "Elephanta," "Architecture of Ahmedabad," etc.; Burgess and Fergusson's "Cave Temples of India"; "The Great Temples of India, Burma, and Ceylon," and other works published by the Mission Press, Vepery; Hunter's "Gazetteer," the "Gazetteer of the N.W.P. and Oudh"; and the various descriptive works and histories referred to from time to time in the book.

Special thanks are due to Messrs. Thos. Cook and Son for their permission to make use of their publications, which contain much valuable information concerning our Eastern Empire, particularly with regard to routes and expenses.

While every care has been taken to avoid error—the manuscript descriptions of those places not personally visited by the editor having been, with hardly an exception, fully revised by friends possessing an intimate knowledge of the locality—it is impossible to hope that mistakes have been absolutely eliminated. Corrections and suggestions for the improvement of the book will be gratefully received and acknowledged.

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INTRODUCTION.

SINCE the opening of the Suez Canal India has become more and more known to the western world. She is no longer the land of mystery that she once was—the land of the lotus-eater and the pagoda-tree. Year by year more and more tourists—chiefly English and American—find their way to the East, to spend the winter months away from the cold, the wind, and the rain, amidst the most delightful surroundings, and in one of the finest climates in the world.

Tourist Season. As is pretty generally known, the climate of India may be divided into three very distinct periods—the cold weather (from October 15th to March 15th), the hot weather (March 15th to June 15th), the rains (June 15th to October 15th).

This is approximately the way in which the seasons are apportioned in the Plains of Northern India, and will do well as a general guide. At the same time our Eastern Empire must not be looked upon as a small tract of country like France or Italy. India lies between 6 deg. and 36 deg. N. Lat., and between 67 deg. and 100 deg. E. Long (including Burma), and, with such a range, large differences must be expected. The temperature varies from the eternal snows of the higher Himalayas to the intense heat (120 degrees and upwards in the shade) of the desert portions of North-Western India. The damp, warm climate of places like Bombay and Calcutta, with their very short so-called "cold" weather, is totally different to that of an up-country station like Lucknow or Agra, where, after the burning temperatures of May and June, followed by the enervating steam of the "rains," the crisp, exhilarating cold weather acts as a bracing invigorator to the run-down residents.

The person who contemplates a tour in the East must bear these facts in mind, and regulate his dress, etc., accordingly. An endeavour will be made to advise intending travellers as to their outfit, but it is impossible to give details for every locality, and it is always best, if possible, to enquire from friends residing in India the most suitable garments to bring with one on a trip.

Generally speaking, if the Plains of India, with their historic cities such as Delhi, Agra, Jaipur, and Lucknow, are to be visited, the cold weather, from November to the end of February, will be the best time. The same applies to Southern India. Should it be desired to visit Simla, Darjeeling, or any of the higher hill-stations, it must be recollected that they are almost deserted during the cold winter months, and that the proper time to enjoy these lovely spots is from the beginning of April until the middle of June, or after the rains have ceased—say from the middle of September to the end of October.

Routes. The voyage to India offers considerable variations. The following lines ply direct between Europe and India: The Peninsular and Oriental Steam Navigation Company, Messageries Maritimes, Austrian-Lloyd, Florio-Rubattino, British India, Bibby, Anchor, City, Henderson's, and other steamship companies.

The first-named leave London weekly, and can be joined, if desired, at Marseilles, or at Port Said (*viâ* Brindisi). The B.I.S.N. Co. also sail from London, the City and Henderson's Lines sail from Glasgow and Liverpool, the Anchor Line from Liverpool, the Austrian-Lloyd from Trieste, the Messageries Maritimes from Marseilles, the Florio-Rubattino from Genoa.

Before engaging a passage, it is advisable to apply to one or other of the agents who make a speciality of arranging for Indian travellers. These will always gladly give full information and advice as to which route and line is most likely to suit the individual tourist. Besides the lines above mentioned, it is often possible, if time is no object, to secure accommodation on one of the many cargo boats that ply between England and the East. They take considerably longer than the mail boats, but many of them are said to be very comfortable and the charges are much less.

The following agents are among those who have branches in India: H. S. King and Co., 65, Cornhill; Thos. Cook and Son, Ludgate Circus; Grindlay, Groom and Co., 54, Parliament Street, S.W.; William Watson and Co., 7, Waterloo Place, Pall Mall, S.W.

During the outward passenger season—from August to December—and the homeward season (India)—February to May—most of the steamers will be found very crowded. Those desiring good accommodation should apply early to their agents, or they may have difficulty in securing it.

Those who wish to escape the voyage round by Gibraltar can usually catch their boat at one or other of the Mediterranean ports. Several days are saved in this way, but it entails a certain additional expense.

The P. and O. express leaves Victoria and Holborn Stations at 11 a.m. on the day previous to the departure of the steamer from Marseilles. The express leaves Calais at 3 p.m., and runs, without change, to Mole C., along which the steamer is berthed. The fare is £2 15s. in addition to the cost of a first-class railway ticket. Passengers are allowed 56 lbs. of registered luggage free. Excess is charged for at the rate of 5s. for each 20 lbs. or fraction thereof.

The P. and O. Express for Brindisi leaves Charing Cross at 9 p.m. on Fridays. From Calais the train runs straight to Brindisi without change, arriving there at 5.20 p.m. Sunday. No luggage, except a handbag (20″×12″×10″) and a bundle of rugs, is allowed in the sleeping-car under any circumstances, and these will be examined at Modane by the Customs authorities.

Second-class accommodation is to be had on many of the fast Continental corridor trains, and, except that it is usually more crowded, is little inferior to the first, while it is considerably cheaper. Full details can be ascertained from the various agents.

Voyage. Although naturally the greater comfort will be experienced by those who travel first-class, anyone to whom economy is of moment will find it worth while to try the second-class accommodation on the best lines. With the rupee standing at 1s. 4d., instead of 2s. and over, numbers of civil and military officers, together with their wives and families, often travel second class, and the tourist will find him or herself quite as well off for company in the second as in the first saloon.

Clothing. As in sailing from Europe to India the ship passes through very diverse climates, the passenger should see that clothing is taken to suit the varying conditions. Warm suits and an overcoat for European waters, and light vests, shirts, etc., for the Red Sea and the Indian Ocean.

The following suggestions are intended to meet the requirements of persons making a tour of three or four months, in which they wish to include a certain amount of social life, with the actual travel and sight-seeing, and who are desirous of combining the maximum amount of comfort with the minimum amount of luggage.

The luggage for the cabin should consist of a portmanteau or trunk, which must not exceed 3 ft. in length by 1 ft. 9 in. in width by 1 ft. 3 in. in depth, hat-box (if a lady), hold-all, and a canvas "soiled linen" bag with padlock. One good-sized box or steel trunk, warranted to stand rough usage, should carry the bulk of the traveller's clothes. It should be labelled "Wanted on voyage," and will be brought up on deck on "baggage" days, when clean clothes can be taken out as desired. Other articles, which should not be forgotten, are a deck-chair, small medicine-chest, cabin hold-all to hang on the wall, and writing materials.

For the ordinary tourist a large stock of clothes are not necessary. The following articles should prove sufficient, when it is borne in mind that at the large seaports and at most of the principal stations in India the stock can be replenished if found expedient. For the northern portion of the voyage a limited number of warm clothes (including an overcoat) are needed, with a more generous supply of thin garments for use in the Red Sea and Indian Ocean. Unlined flannel suits and a thin dinner jacket are most generally worn, though many men indulge in suits of holland or tussore silk, finding them most comfortable.

It is not usual to dress for dinner on board ship in the second saloon.

Pyjamas (sleeping-suits) are recommended to be of Ceylon flannel or similar material, being cool, and at the same time rendering the wearer less liable to chills should he sleep on deck. Everyone is advised to wear a kummerbund (a strip of flannel one-and-a-half to three yards long and one foot wide) round the body day and night. It is a great safeguard against a chill, to which one is very liable in the East.

For ladies, a tweed or serge travelling dress, with comfortable travelling coat and neat hat for the first part of the voyage will prove sufficient. For the warmer portion, drill, linen, tussore, or thin flannel gowns will be found most comfortable. Blouses, shady hats and an evening skirt with a light silk or other suitable bodice for evening wear may be added. It is wise to arrange so as to have easy access to a more elaborate toilet in case of dances or other entertainments which often enliven the tedium of the

voyage. Canvas shoes for deck use are convenient; if with rubber soles they give a better foothold in rough weather, but are somewhat trying to the feet, particularly in the warmer latitudes.

Both gentlemen and ladies should have dressing-gowns for use in going to and from their baths, and a dust-cloak of some light material of neutral tint is invaluable for keeping the clothes clean when travelling.

Touring in the Plains of India during winter, the traveller should wear much the same clothing as in a mild spring in England, remembering, however, that the sun is *always hot* by day, and the nights are often bitterly cold. At certain seasons the dews are very heavy, and soak the garments almost as much as a heavy shower of rain.

It is best to begin the day fairly lightly clad, but wearing warm wraps which may be discarded as the sun gets hotter, and be redonned when the evening comes on.

Everyone should possess a good sola-topee (sun-hat). It is better to get these in Bombay, as the firms there stock good light headgear at reasonable prices, and they are not wanted on the voyage. The choice should be one of sola pith, as it is light, and the shape known as the "tent-club" or "pig-sticker" is perhaps as good as any. A green sunshade with washable calico covers is invaluable. The glare is very great in the middle of the day, and a pair of tinted glasses are a great protection.

Much hospitality is shown to tourists in India, and they should therefore be prepared, particularly if they have letters of introduction, for dinner-parties and dances.

Underclothing of fine wool, or wool and silk, is the most satisfactory, and a dozen of each article should prove sufficient. For the hot weather some prefer thin silk.

Those who ride should take one or two riding suits of khaki, while ladies will find thin tweed habit skirts and white drill coats most serviceable.

Linen or drill suits for men are much used, and khaki is as good as anything for shooting.

Durzies (tailors) can turn out all these garments rapidly and at very low rates, and probably it will be better to wait until one arrives and finds out one's needs before laying in a supply.

Washing can be done in an incredibly short time at any of the big seaports or up-country stations. Dhobies (washermen) are attached to all hotels. The average charge is Rs.5 for 100 articles.

It is always best to enquire from those living there the clothing most suitable to any particular part of India, but,

generally speaking, very light garments will be required for Calcutta, Bombay, Madras and Ceylon, while for the hill-stations, and for the Plains of Northern India, in the cold weather, some fairly thick suits should be taken.

Bedding. Every traveller in India takes his own bedding with him. It will be found necessary, not only during a railway journey, but even when visiting friends or staying at hotels. He must also take towels, soap and matches. Except in the very best hostelries none of these things are provided.

A roll of bedding usually consists of a pair of sheets, a pillow and pillow-cases, a warm rug or blanket, and a "rezai." These latter are quilts stuffed with cotton, and can be got at any European shop or in the bazaar. Large ones cost from Rs.6 to Rs.7, small ones from Rs.3 to Rs.4. A waterproof sheet with eyelet holes to wrap round the bedding will be found a wise investment. An India-rubber hot-water bottle should be added.

A well-appointed luncheon-basket should be always taken. It should contain every necessary, including methylated spirits, biscuits, potted (not tinned) meats, Swiss or powdered milk, etc.

Many of the mail trains are provided with dining-cars, but, when travelling by others, the tourist must depend upon the railway refreshment rooms, which in most cases are not very good. The tea is generally inferior, and the milk is never above suspicion. It is a good thing, if time allows, to boil the latter oneself before using it.

Railways. Travelling in India is cheap, the rates being:—

1st Class.—First 300 miles, 18 pies per mile; any additional distance, 12 pies per mile.

2nd Class.—First 300 miles, 9 pies per mile; any additional distance, 6 pies per mile.

Intermediate Class.—First 300 miles, 3½ pies per mile; any additional distance, 3 pies per mile.

3rd Class.—First 300 miles, 2½ pies per mile.

Additional distance, 301 to 600 miles, 2 pies per mile; Over 600 miles, 1½ pies per mile.

On a few lines, like the Delhi-Umballa-Kalka and others, on which the working expenses are high, the charges are somewhat higher.

On *all* railways passengers have their luggage weighed. The following free allowance is made:—

Each 1st Class passenger, 1½ maunds.

Each 2nd Class passenger, 30 seers.

Each Intermediate Class passenger, 20 seers.

Each 3rd Class passenger, 14 seers.

Half the above quantities are allowed for a child's half-ticket.

The 1st and 2nd Class railway carriages are roomy, with wide seats, forming two or three lower and two upper berths. Passengers bring their own bedding. By applying previously to the station master at the large stations a berth can usually be reserved.

Reserved compartments for ladies can usually be obtained on the mail trains, and also on others, provided that 24 hours' notice be given. Lavatories are attached to all 1st and 2nd class carriages. The railway companies reckon 24 hours in the day, and a.m. and p.m. are rarely used. The time kept throughout India is *Madras* time. Calcutta is 33 minutes, and Allahabad 7 minutes ahead; Delhi 13 minutes, Lahore 23 minutes, and Karachi 52 minutes behind railway time.

The Indian A B C Guide, the Indian Railway Travellers' Guide, and, in particular, Newman's Indian Bradshaw (8 annas), are invaluable. In addition to the trains they give much valuable information. Most of the great railways publish cheap time tables, giving accounts of the various places traversed by their lines.

Expenses. Compared with European countries, India is not an expensive place to travel in. Hotels are not up to the Continental or American standing, but considering their charges they are fairly satisfactory. The usual charge is Rs.5 per diem, though during the busy season some of the better establishments demand Rs.6 or Rs.7. Every man should have a servant, who will both look after his things and wait at table. This last is very important, as without one he will often find himself badly off in a hotel. English-speaking servants can be engaged in Bombay. They generally ask exorbitant wages and are a most untrustworthy set, but, by making careful enquiries, a good man can usually be secured. Those who have friends in India often get them to recommend some servant personally known to them, and this is a great advantage. In any case a tourist should always come to a distinct

understanding as to what he is going to pay and it is well to have an agreement in writing.

Some ladies have an ayah (woman servant) in addition to a bearer, but, though convenient, it is not absolutely necessary.

Conveyances. At most stations ticca-gharries, and ekkas —little carts like four-post beds drawn by a tiny pony, and chiefly used by natives and servants—can be obtained, and in the larger towns phaetons and barouches also. The ordinary charge for a ticca-gharry—a sort of box on wheels—is: 1st class, Rs.1 first hour, and 8 annas every subsequent hour or portion of an hour; 2nd class, 12 annas and 6 annas. Phaetons and barouches cost more, and so, as a rule, do carriages hired from private stables. In most towns public conveyances are obliged to place their licence giving details as to name of owner and driver, number, and table of fares, in their gharry. Should there be any dispute, the man is bound to produce his table of fares, etc. (known as the "nirikh"). Gharries can be hired by the day. The price varies with station and season from about Rs.5 to Rs.10.

Tips need not be high. At stations the proper charge is six pies each coolie, unless a great deal of luggage is moved, when a little more may be offered. After staying in a private house for a few days it is usual to give such servants as the bhisti (water-carrier) and mehtar (sweeper) a rupee each, and the same to the bearer and ayah unless the guest has brought no servant of his own, when, on account of the extra work a little more should be bestowed.

Dak Bungalows. These are rest-houses established by Government. They are sometimes provided with a full staff of servants, and meals can be procured, whilst, in others, nothing beyond the bare furniture is to be found (beds, tables, chairs, wash-stands, lamps and crockery). The first-comer has the right to accommodation, and no room can be retained beforehand. After 24 hours the traveller must make way for others, if necessary. Information respecting them should be obtained before setting out on a journey, and needs, as to servants, supplies, etc., should be ascertained, or great inconvenience may be the result.

Camp Life. It is impossible to give reliable general information on this subject. Circumstances alter cases, and it is best to make careful enquiries on the

spot concerning the locality in which one means to camp-out and the requirements.

The following servants are indispensable: (1) Cook, (2) table-servant (3) sweeper. Often the bearer will act as No. 2, and occasionally as No. 1 as well. In addition, a bhisti (water-carrier) will be wanted in many districts, as the other servants often refuse to draw water.

Transport can be obtained in almost every station without difficulty. Particulars and rates can be obtained from the resident magistrates (civil or military).

For ordinary camp-life an eighty-pound tent will be sufficient with a small *pâl* for the servants. Washing-basins, cooking-pots and dishes can be obtained in aluminium, which will effect a great saving in weight, and are easy to keep clean.

All food, except milk and fresh meat, must be taken with the party. Food for servants can usually be obtained *en route*, except in the very poorest villages. If weight and space are matters for consideration, it is worth remembering that newspaper placed between blankets is sufficient to add considerably to the warmth of one's bedding. If no camp-bed is taken, a thick pile of dry grass or straw should be obtained, and on this the waterproof sheet should be spread first. Take every precaution to avoid a chill.

Medicine. All the principal stations have medical officers, but away in the jungle it is impossible to obtain a doctor's assistance, and it is imperative to take a supply of medicine. The following drugs will be found useful:—

Quinine, in 3 gr. or 5 gr. tabloids.
Antipyrin, or Phenacetin, in 3 gr. or 5 gr. tabloids.
Holloway's, or some similar pills.
Eno's Fruit Salt.
Castor Oil.

Also an antiseptic for dressing wounds. Those inflicted by leopards and tigers are especially dangerous, as being liable to give blood-poisoning.

Messrs. Burroughs, Wellcome and Co., London, supply excellent little leather medicine cases, containing a large variety of useful drugs in tabloid form. The case takes up no room and can be stowed anywhere.

Practical experience causes the editor to recommend "YANATAS" (of any chemist) to those troubled by sea-sickness.

Doctors. Every "station" inhabited to any extent by Europeans has a "civil surgeon"—an officer of the Indian Medical Service. In "cantonments" there are the various officers of the Royal Army Medical Corps. These gentlemen will attend to others besides those entitled to their services. Their fee is usually a gold mohur (Rs. 16) a visit.

In the big seaports, and in a few other towns, private practitioners are to be found, and in almost every station of importance there is a qualified chemist.

Sport. There is no licence to shoot required by the European in India, but the duty on arms and ammunition is heavy. The latter had best be obtained in the country from big firms such as Manton and Co., Rhodda and Co., of Calcutta, the Army and Navy Stores, etc.

Small game shooting is to be obtained in most parts of the country during the cold weather. It is best to get information from some resident in the country as to where to go and what arrangements to make, but, failing that, a glance at the district map will often give a good general idea as to the chances of finding duck and snipe. It is best to chose some spot—a wayside railway station for instance—not too near a large cantonment.

A sportsman, particularly if he be unacquainted with the people and language, should avoid shooting near villages, and should keep out of the crops as far as possible. Amongst the Hindus the peacock (Mor, moréla), the monkey tribe (bunder) and the blue-bull, or nilghai, are objects of veneration, and should not be molested. In Rajputana the blue rock-pigeon is sacred.

One should also be careful not to shoot tame or semi-tame pigeons, and on no account to indulge in sport near the vicinity of temples or mosques. Large game shooting, in the true sense of the word, is unobtainable, unless special preparations are made for it. Good shikaris, some knowledge of the country, people, and language, or the companionship of one who has, are indispensable to success. Though not involving the outlay required in Africa, it is, however, very expensive as compared with duck and snipe-shooting. The Indian antelope or black-buck (antelope bezoartica) is common on many plains, and may be stalked and shot with any light rifle, but care must be taken not to shoot villagers working in the fields or tending cattle.

If big game shooting is intended, it is best to obtain advice from someone who has shot in that particular part of India in which one is going to shoot.

GREEN BEE-EATER [Merops viridis].

INDIAN HOOPOE [Upupa indica].

INDIAN ROLLER [Coracias indicus].

For ordinary sport a good 12-bore C.F.D.B. for birds, hare, etc., and a light rifle, .360 or .400 for deer and antelope, will usually be found sufficient. The .303 Mannlicher and Mauser patterns, with their long range, though excellent from a sporting point of view, are not recommended for use on flat open plains, where there are always numbers of human beings and cattle. If the tourist knows people in that part of the country to which he is going he will be wise if he gets his information direct from them.

A Shikari expects about 8 annas to 1 rupee a day for his services, unless he is engaged by the month. Coolies are paid at the rate of 2 annas to 6 annas a day. The customary pay varies so much in different parts of the country that it is wise to ascertain the proper amount beforehand. Over-paying in India is a fatal mistake. The fair amount should be ascertained and adhered to. "Baksheesh" may be given if the men have worked particularly well, or if sport has been good. In Scinde sporting camels cost Re. 1 8 ans. a day, and beaters 4 annas to 8 annas, and it is best to arrange the amount before starting.

GENERAL DESCRIPTION OF INDIAN SCENERY.

The scenery of India is very varied and depends greatly on its geological features. The Himalayas are Archæan, and, in consequence, are very rugged and lofty, with deep narrow valleys and rushing torrents flowing often through precipitous gorges. Rising as they do to nearly 30,000 feet, all sorts of vegetation are to be found on their slopes, from the tropical plants of the jungles of the Terai at their base, to the rhododendrons, oaks, firs and pines of the middle altitudes, the short grass and stunted shrubs above them again, and thence to the regions of perpetual snow and ice. Most of the summer sanitaria, the hill-stations, are situated at about 7,000 feet. The scenery is magnificent, and a tour through the mountains in the summer is charming, but, during the cold weather, when most tourists travel in India, the cold is severe, accommodation is scanty, and it is hardly worth while to pay them a visit. All Northern India is a vast alluvial plain, watered by some of the greatest rivers of the world, the Indus, Jumna, Ganges, and their tributaries. As is to be expected, the land is very fertile. Fields of wheat, millet, Indian corn, pulses, poppy and rice extend everywhere, with groves of mango (MANGIFERA INDICA) dotted about between them. Here and there are wide plains (maidáns), on which herds of cattle find sustenance, and here

too, as the train rushes by, the traveller will catch sight of herds of black buck (ANTELOPE BEZOARTICA), the jackal, fox, and other animals. On these maidáns are often clumps of the thorny acacia, or babúl, and various palms. Other trees commonly seen are the huge sacred pipal (FICUS RELIGIOSA) and the banian (FICUS INDICA). The roads and railway tracks are often shaded by avenues of sheshum—a graceful tree with circular leaves—the neem—with long pointed foliage—the mellingtonia—the so-called "cork" tree —and others, while the waving feathery "sarpatta" or "patowal" grass adds beauty and interest. Here and there the train rushes through patches of dhák (BUTEA FRONDOSA) jungle, a low gnarled tree, with broad sage-green leaves, much used by the native sweet-meat sellers instead of plates. In it the black buck, nilghai antelope, or "blue-bull," and other species, both fur and feather, are wont to hide during the heat of the day. The more westerly portions of the Punjab, Rajputana and Scinde are desert, very cold in the winter nights, and *intensely* hot in the summer.

Northern Guzerat and Central India, the Central Provinces and the greater part of Madras and Ceylon are formed of Archæan rocks, and consequently the scenery is not so monotonous and flat as in Northern Hindustan.

The greater part of the Bombay Presidency, and the southern portions of Guzerat and Central India are covered with "trap" rock. This causes the hills to have flat tops, with precipitous sides—giving the appearance of a succession of steps—often with dense jungle at their base. Leaving Bombay and travelling towards Calcutta or Madras, the views are most beautiful as the train crosses the ghats, many of the undulating plateaux reminding one somewhat of similar scenery in Europe. Secondary and Tertiary rocks occupy a comparatively small area. A narrow band of Cretaceous and Tertiary deposits are found along the base of the Himalayas, in the Eastern parts of Madras, and in a few other localities, and Mezozoic rocks occur along the valley of the Godaveri, in the South of Bundelkund, in Cutch, in Jaisalmir, near Cuttack, and in one or two other places.

One of the first things that will strike the tourist on his arrival in India is the large number of birds and their remarkable tameness. The kites, that swarm in all the towns and, with the crows, vultures and neophrons, act as scavengers, are a source of wonder to the person fresh from Europe. As he travels in the train, or along the road, he will see birds of various kinds every few yards. Doves, shrikes, bee-eaters, king-crows (a black bird rather smaller than a thrush, with a forked tail), the Indian roller or "blue-

jay," mynas, larks, weaver-birds, warblers, and others too numerous to mention. Often a black, or a grey, partridge or a quail will fly out of the "patowal" grass by the side of the line as the train rushes by, or a gorgeous peacock will be seen searching for food by the edge of some field. Far overhead wheel vultures, kites and eagles, or they may be seen perched on some tree, or quarrelling over a carcase. The number of birds of prey is particularly striking. During the cold weather every sheet of water, every river and marsh (jheel), has its feathered occupants, geese, duck, teal and snipe forming the principal objects of sport with the European residents. Herons, egrets and storks are to be seen hunting in the shallow water for the fish, molluscs and frogs, which form their staple diet, and flocks of cranes are common in some parts. Almost every pool is tenanted by one or more pond-heron (paddy-bird), every grove of trees by innumerable little squirrels, with dark brown and yellow stripes down their backs, while green parroquets, crows, black and grey-necked, mynas and pigeons are to be seen everywhere. It is hoped that the few illustrations will enable travellers to recognise some of the commonest birds and animals that they are likely to see in their wanderings. Any attempt to go into details is impossible, and those who take an interest in natural history should arm themselves with volumes of Jerdon, Hume, and "The Fauna of British India" series, edited by Blandford.

In many of the local museums will be found collections of the birds and animals of the district, as well as interesting archæological and economic specimens.

SYSTEM OF GOVERNMENT.

Originally British India was divided into three **Presidencies,** Bombay, Madras and Bengal, each with its GOVERNOR, the last being also Governor-General. Bombay and Madras still retain their Governors, but Bengal and the remaining **Provinces** are ruled by LIEUTENANT-GOVERNORS. In Assam, and the Central Provinces, this official is still styled CHIEF COMMISSIONER, as he also was in Burma until quite recently.

The Provinces are divided up into **Divisions,** each presided over by a COMMISSIONER. The Division is sub-divided into **Districts,** each under a COLLECTOR, or, as he is called in a "non-regulation" Province, a DEPUTY-COMMISSIONER.

The Collector has to assist him an EXECUTIVE ENGINEER, a DISTRICT SUPERINTENDENT OF

POLICE (D.S.P.), and ASSISTANT COLLECTORS or magistrates.

The district is further split up into **Tahsils,** each under a native TAHSILDAR.

The District is often, but not always, named after its principal town.

Space does not permit of reference to the Judicial, Forest, Opium, Salt, and other Departments, nor to go into details regarding the duties of the officials already mentioned, or of their subordinates.

The native states are watched over by RESIDENTS, or POLITICAL AGENTS, according to their importance.

MILITARY OFFICERS, save those employed on civil or political duties, reside only in the garrison towns, known in India as "cantonments."

PRINCIPAL RACE DIVISIONS.

The **NON-ARYAN RACES,** which originally inhabited India, have been almost exterminated by the invading hordes of Aryans—Hindu and Mohammedan—or merged in them. "The mass of the indigenous inhabitants came in time to be absorbed into the Aryan social system. But here and there in spots remote from the track of civilization, isolated remnants of the aborigines managed to preserve unmolested their ancient habits and beliefs. To this day in India there are tribes of Non-Aryans who have never come under the Aryan influence. Such are the Bhils of the Vhindiya Hills, the Gonds of the Central Provinces, and the Santals of the Raj Mahal Hills." (De la Fosse.)

The religion of these tribes, which are said to number in all about 9,000,000, is chiefly a vague system of demonology often intermingled with Hindu customs and rites. Being to a great extent nomadic inhabitants of the jungle, they erected no building and created no architecture.

Hindus. The great bulk of the inhabitants of India, about 208,000,000, are Hindus, and follow the Brahman religion. The Supreme Being is *Mahadeo* or *Brahma*, the Creator, also manifested as *Vishnu*, the Preserver, and *Siva*, the Destroyer and Reproducer.

Space does not permit any details of the Hindu religion, and the enquirer is referred to the list of books given further on.

The four chief castes are the Brahmans (priests); Kshattriyas (warriors); *Vaisyas* (merchants); *Sudras* (menial class). The first three are descended from the

original Aryan invaders, the last being formed out of the aboriginal tribes that they conquered. These four castes are divided into innumerable sub-divisions. The priests still hold immense power over the people. Tourists should be careful to respect their prejudices. Temples and sacred spots should be not approached if any objection be offered, and cows, monkeys, peacocks and dogs should not be killed or molested.

Fergusson divides Hindu architecture into three groups: (i.) "Southern Hindu," confined to the country between Cape Comorin and the Nerbudda River; (ii.) "Northern" or "Arian Hindu," found between the Nerbudda and the Himalayas; (iii.) a style which, for lack of a name we will call "Kashmiri," and which occurs only in the Punjab and Kashmir. It differs considerably from both (i.) and (ii.), though, strangely, such affinities as it has are rather with the former than the latter.

The Hindu temples of Madras are quite unlike those of Northern India. The carving on the gopuras and temple spires is usually most elaborate, and altogether they are much finer structures.

The great feature of these temples is the lofty pyramidal gateway, or "gopura," of which one or more gives access to the enclosure containing the temple proper, or "Vimana." The plan of this last is always square, with a pyramidal roof of two or more stories. At Mahabalipur and Ellora are rock-hewn temples excavated not only internally but externally.

Buddhists. Buddhism was founded in the sixth century B.C. by Gautama, a Kshattriya prince, Appalled by the sight of so much suffering in the world, he left home, wife, and child, and, having shaved his head and exchanged his garments for rags, became a wandering beggar. Having thus effected his Great Renunciation, he lived for six years near Patna with two Brahman hermits, but his austerities producing no soul-satisfying result, he gave a system of penance and retired to contemplate under a sacred pipal tree. Here carnal desire, in the form of Mara, tempted him to return once more to his home, but he put aside the temptation and thus became Buddha (the enlightened).

According to the Buddhist religion, all life is pain, which is caused by the indulging of desires, particularly the desire of prolonging one's life. Relief lies in the annihilation of desires and the extinction of existence. By constant meditation a man becomes enlightened, and thus avoids a cycle of existences through which he would otherwise be compelled

to pass, and finally reaches Nirvana, where re-birth ceases. The Buddhist has a great respect for life, because, by so doing, he earns the extinction of his own. Buddhism recognises no caste. All men are equally capable of attaining Nirvana provided they follow the teachings of Buddha. Buddhism and Brahminism existed together until the beginning of the eighth century, A.D., when, with the exceptions of the Jains, the Buddhists disappeared from India. Buddhism is still the religion in Burma and Ceylon.

The **JAIN** sect was founded by Mahariva, a contemporary of Buddha. Their repugnance to taking life is so great that many cover their mouths with cloths, lest flies should get in and be killed, and, for the same reason, many have no lights after dark, which might possibly attract insects to their death. Unlike orthodox Buddhists, they believe that everything, animate and inanimate, has a soul. The Jains number about a million and a half, and are particularly numerous in Guzerat.

Buddhist architecture is to be seen in its wonderful cave temples—" Chaityas " (assembly halls, or temples proper), and " Viharas " (monasteries). They are to be found in many localities, of which the most famous are Karli, Ellora, Kanhari, Ajanta, etc. Buddhist " topes "—originally a single pillar carved out of one stone (lat), or built (sthamba) —are constructed in the form of a dome. Usually they contain relics enclosed in a " tee " placed at the top of the tope. Round the tope are often placed rails and gateways (torans). Numbers of topes, and other Buddhist remains, are to be found from Ceylon to Peshawur, but the best known topes in India are those at Sanchi, Sarnath, and Buddh Gaya.

The Jains are responsible for many beautiful buildings. At Ellora there are traces of their cave cutting, but most of their best work is to be seen in their temples, which are usually in groups, as at Mount Abu, Girna, Parasnath, etc.; and at Chittore there are two towers of Fame and Victory, magnificent specimens of their class.

It is difficult to give any concise idea of Jain architecture. Fergusson gives an excellent account in his " Handbook." As a rule the decoration is most chaste and elaborate, and, though small, the Jain dome is a work of great beauty.

The **MOHAMMEDANS** made their first great invasion of India under Mahmud of Ghazni in 1001 A.D Mahmud confined his attentions chiefly to Guzerat, but at the end of the twelfth century the Afghans had extended their power as far as Delhi. The Mohammedans gradually spread eastwards and southwards, and, between 1295 and 1315, Ala-ud-din conquered South India, besides repelling several

invasions from Central Asia. In 1398 another inroad was made by Timur, or Tamerlane, the Tartar, who sacked Delhi. The Afghan sovereignty was ended by Babar—sixth in descent from Timur, and known as the first of the Great Moguls—at the battle of Panipat in 1526. Thenceforward, save for an occasional interregnum, the Moguls reigned at Delhi. After the death of Aurangzeb in 1707, however, the empire commenced to break up. The Emperors, though nominally holding their title, were but puppets in the hands of those in power at Delhi for the time being. Nadir Shah, the Persian, the Afghans, and the Mahrattas ravaged Delhi and the empire in turn. The last trace of the rule of the Moguls disappeared, when, after the mutiny in 1857, Bahadur Shah was transported to Calcutta.

After the Hindus, the Mohammedans are the most numerous religious community in India. Their numbers exceed 57,000,000, of whom the greater part are to be found in Northern India.

The Mohammedans are distinguished from all Hindus (save the Sikhs) by their beards. Their religion may be summed up in the phrase, "There is no God but one, and Mohammed is his prophet." They are essentially fatalistic, and the saying, "The day of death is written on the forehead," is common among them. They are most punctilious in carrying out their religious duties, and have set an example that the Christian might well follow.

The Mogul buildings, with their graceful domes, minarets, and elaborate horse-shoe arches, are to be found all over India, but it is in Delhi, Agra and Ahmedabad where the finest structures will be seen. The first two cities contain some of the most famous buildings in the world, and Ahmedabad, though usually omitted by the tourist, is well worthy a visit. At Lucknow, Fyzabad, and many other towns in the United Provinces, the architecture is of brick covered with stucco. Under the light of a full moon the result is very pleasing, but, when exposed to the day, the whole looks tawdry and shows the rapid deterioration from the examples.

The **SIKHS** are a Hindu sect, numbering about 2,000,000. whose founder was Nanak Shah, born near Lahore in 1469 A.D. They do not recognise caste, and their holy book is the Granth. They formed themselves into confederacies, or Misls, each under its own chief, and became famous as warriors. From the 16th to nearly the end of the 18th century the Sikhs fought one continuous struggle with the Afghans and Mohammedans, which ended in 1764, after the war with Ahmad Shah Durani, in their becoming the rulers of the

Punjab. At the end of the first quarter of the last century Ranjit Singh united all the Misls under himself. He died in 1839. After the second Sikh War the British obtained the supremacy, which the Sikh has acknowledged by giving us some of our finest Indian troops.

Their headquarters are at Amritzar, where is their chief sacred building, the Golden Temple, a fine edifice standing in a tank. Beyond this there is little Sikh architecture worth mentioning.

The **PARSIS,** about 90,000, are the chief commercial people of the East. They are found in almost every town in India, but are especially numerous in Bombay. They were originally Persians who fled from their country about the middle of the 7th century, when it was overrun by the Saracens. They first found a protector in the then ruler of Guzerat, and hence have always been more numerous in Western India. By creed they are Zoroastrians, and, in order that the elements may not be polluted, the dead are neither burned nor buried, but exposed on "towers of silence"—the best known of which are those on Malabar Hill, Bombay—to be devoured by vultures. Their dress is that of the European, save for the hat, which is usually a shiny black structure of a curious conical shape. Their ladies are clothed in flowing and becoming draperies of various colours, and are distinctly good looking. Not being bound by laws of caste, they are able, more than any other inhabitants of India, to mix with Europeans on equal terms. They have no architecture of any special interest, save the curious low circular towers on which they expose their dead.

EUROPEANS, of pure European descent, in India number less than 200,000, and of these between 70,000 and 80,000 are composed of British troops. There are, in addition, a considerable number of persons of more or less mixed parentage. These are all Christians, and, with the native converts, make a total Christian population of nearly two and a half millions. The Greeks, under Alexander the Great, invaded India in 327 B.C., and merchants from the West traded with India from very ancient times, but no attempt was made to colonise in Hindustan until after Vasco da Gama's voyage to Calicut in 1498. In 1510 the Portuguese, under Albuquerque, captured Goa, and laid the foundations of their Indian possessions. In 1600 the Honourable East India Company was founded, to be followed in 1602 by the Dutch, and two years later by the French company. In 1615 Sir Thomas Roe, going as ambassador to the Court of Jehangir, obtained favourable concessions for the English. In 1661 Bombay was ceded by the Portuguese as part of the dower of

Catherine, on her marriage with Charles II. Gradually the Portuguese influence declined, and a tremendous struggle ensued between the Dutch, French and English, from which the last-named finally emerged victorious. The British gradually acquired portions of India at various times, but it was not until after the great mutiny in 1857 that the whole country was taken over by England, and the government transferred from the Company to the British Crown.

Space will not permit a sufficient amount of details being given of the history of the period, but anyone intending to visit India should make himself thoroughly acquainted with the main facts.

As is natural, European architecture in India is, on the whole, of no great interest. Some very fine modern buildings exist in Bombay, Madras, and Calcutta, and the old town of Goa with its mediæval churches and cathedrals is well worth visiting.

BOOKS OF REFERENCE.

In a work of this size it is impossible to do more than refer in the most general way to the history, achitecture or surroundings of any locality. It is thought, therefore, that a list—which does not pretend to be exhaustive—of books suitable for reference will be found of use.

History. "The Rise and Expansion of the British Dominion in India," by Sir Alfred Lyall (John Murray); "A Short History of India," by Talboys Wheeler; "A History of the Indian Mutiny," by Holmes; "Forty-one Years in India," by Lord Roberts; "A Brief History of the Indian Peoples," by Sir W. Hunter (Clarendon Press); "How I Won the Victoria Cross," by Kavanagh; "Sepoy War," by Kaye.

Architecture and Art. "Rock-cut Temples," by Fergusson; "Handbook of Architecture," by James Fergusson (John Murray), etc.; "Cave-Temples and Buddhist Caves," by James Burgess; "Industrial Arts of India," by Sir George Birdwood (Chapman); "Mohammedan Architecture of Guzerat," by Burgess; "Shargi Architecture of Jaunpur" (Trubner).

Religions. "Buddhism," by Sir Monier Williams; "The Conversion of India," by Dr. George Smith (John Murray); "New Missionary Directory," by Dr. John Husband (Ajmere); "The Syrian Church," by Dr. Milne Rae.

"Hinduism," by Rev. J. Wilkins; "The Vedic Religion," by Rev. Dr. Macdonald; "Orthodox Hinduism," "Heterodox Hinduism," "Jainism," by Ram Chundra Bose. Various works on Mohammedanism by Sir William Muir. A very good series of small books on the Indian religions is published by the Christian Literature Society, which can be obtained through any missionary.

Local Guides. "Handbook to Lucknow, with Notes on Allahabad and Cawnpore," by H. G. Keene (Thacker, Spink and Co., Calcutta); "Lucknow, Tourists' Guide to," by one of the besieged garrison (Mr. Hilton); "Lucknow and Oudh in the Mutiny," by Lieut.-Gen. McLeod Innes, R.E., V.C., "Poona" (2s. cloth, 1s. paper) ("Times of India" Press, Bombay); "Delhi: Past and Present," by H. C. Fanshawe (John Murray. 15s.); "Handbook to Delhi," by H. G. Keene (Thacker, Spink and Co.); "Agra, Traveller's Guide to," by S. C. Mukerji (Sen and Co., Delhi); "Bijapur," by H. Cousens (Bombay and Poona booksellers); "A Forgotten Empire (Vijanagar)," by Sewell.

N.B.—Most European stations in India possess libraries in which many of the more expensive books of reference can be consulted, and often such works as Hunter's Gazetteer, Archæological Reports, and the Journal of the Asiatic Society will be found.

INDIAN COINAGE.

12 Pies (or 4 Pice)	=	1 Anna.
16 Annas	=	1 Rupee.
15 Rupees	=	1 Pound (Sterling).

The copper coins are the pie, the pice (¼ anna), ½ anna (rare). Silver coins are the 2 anna, 4 anna, 8 anna and rupee. Gold coins: the only one is the English sovereign, and it can only be changed at the larger places of business. The average native carries on his business in rupees, the poor in copper and cowries. The gold mohur (Rs. 16) is no longer current, and is only used as a term much as an Englishman speaks of a guinea.

WEIGHT MEASURE (IMPERIAL).

The weight of 1 Rupee	=	1 Tola (180 grains).
5 Tolas	=	1 Chittack.
16 Chittacks	=	1 Seer.
40 Seers	=	1 Maund.

Hence 1 maund equals 100 lbs. Troy. One seer is roughly calculated as equal to 2 lbs. Av. Milk, etc., is sold by the seer.

The principal linear measures likely to be met with by the tourist are Guz = 1 yard (roughly), the Kos = 2 miles (roughly, but is very variable). The unit of area is the Bigha = ⅝ acre.

There are innumerable local values attached to Indian weights and measures.

POSTAL AND TELEGRAPHIC INFORMATION.

Postal Rates. Post cards, 3 pies; reply post cards, 6 pies. Letters, not above ½ tola in weight, 6 pies (½ anna); above ½ tola, but not exceeding 1½ tolas, 1 anna; for every additional 1½ tolas, or fraction thereof, 1 anna. Book and Pattern Packets and Newspapers, not exceeding 10 tolas in weight, ½ anna; for every additional 10 tolas, or fraction thereof, ½ anna.

N.B.—These rates are for India, including Burma, Aden, Ceylon, and Portuguese India.

Foreign Letters. For England and most of the British Possessions 1 anna per ½ oz. Post Cards 1 anna. For the rest of the world 2½ annas per ½ oz. Post Cards 1 anna.

It should be known that in India goods can be ordered and will be sent by firms by the V.P.P. (Value Payable Post). By this System the goods are delivered by the postman, or, if sent by train, the railway receipt is delivered on payment of the value of the goods, the postage and a small commission.

Also money can be sent by the Inland Money Order with great convenience. A person desiring to make a remittance by money order should present a money order form (obtained *gratis* from the Post Office) duly filled in, with the amount of the order and the commission. The Post Office will grant him a receipt and deliver his money order in due course to the payee. The remitter has nothing to do with the remission of the money order, this work being done entirely by the Post Office, but in due course he should expect to receive, through the Post Office, an acknowledgment in testimony of the delivery of the money order to the payee. If there is any unreasonable delay he should make a report to the Post Office. The value of a money order must not exceed Rs. 600, and must not include fractions of an anna.

The commission is for 1 Re. to 5 Rs., 1 anna.
5 Rs. to 10 Rs., 2 annas.
10 Rs. to 25 Rs., 4 annas.
25 Rs. to 35 Rs., 6 annas.
35 Rs. to 50 Rs., 8 annas.
and so on.

Telegrams may be sent "Urgent," "Ordinary," or "Deferred." The charges for the first eight words or groups of five figures are: *Urgent*, 2 Rs., each additional word or group, 4 an.; *Ordinary*, 1 Re. and 2 an.; *Deferred*, 8 an. and 1 an.

"Urgent" telegrams receive instant transmission, have the right of precedence over ordinary messages, and of special delivery at destination.

"Ordinary" telegrams are transmitted in their turn after urgent telegrams, and are delivered by messengers between day-break and 9 p.m., local time.

"Deferred" telegrams are transmitted when the lines are clear of urgent and ordinary telegrams, and are usually delivered by post.

No charge is made for the address.

Foreign Telegrams.

To ENGLAND *and* ALL EUROPE, *except Turkey and Russia (for which the charge is slightly less).*

Via Suez or Teheran 3 *Rs. per word.*

To the UNITED STATES *from Rs.* 4 *to Rs.* 4 7 *annas per word.*

To AUSTRALIA *from Rs.* 3 13 *annas (S.A. and W.A.) to Rs.* 6 3 *annas (Queensland) per word.*

To CEYLON 3 *annas per word.*

Further details can be got from the Postal and Telegraphic Guide.

ABBREVIATIONS.

B. Bank. C. Club.
D.B. / R.H. Dak Bungalow or Rest House. H. Hotel.
H.E.I.C. Honourable East India Company.
R. Refreshment Room.
B B R. Bombay-Baroda Railway.
B.N.W.R. Bengal and North-Western Railway.
E.C R. East Coast Railway.
G.I.P.R. Great Indian Peninsular Railway.
E.I.R. East Indian Railway.
I.M.R. Indian Midland Railway.
M.R. Madras Railway.
N.W.R. North Western Railway.
O.R.R. Oudh and Rohilkund Railway.
R.K.R. Rohilkund and Kumaun Railway.
R.M R. Rajputana—Malwa Railway.
S.I.R. South Indian Railway.
S.M.R. South Mahratta Railway

* *This mark attached to a* HOTEL *means that either the Editor, or one of his correspondents, has found it comfortable. (N.B.—The Editor in no way takes the responsibility of guaranteeing any hotel, nor, because others are unstarred, is it to be inferred that they are therefore indifferent.)*

CHAPTER I.

BOMBAY AND ITS ENVIRONS.

BOMBAY.

Bombay City. The city of *Bombay* is situated on an island of the same name [Lat. 18° 53′ 45″, Long. 72° 52′], which is one of a group lying off the west coast of *India*. The most important of these are (1) *Bassein*, (2) *Dravi*, (3) *Vesáva*, (4) *Salsette*, (5) *Trombay*, (6) *Bombay*, with *Old Woman's Island* and *Colaba*, (7) *Elephanta*, (8) *Karanja*. Besides these, there are various small islets and mud-flats.

Bombay, Colaba, Salsette, Trombay, and Bassein are all so connected with one another by causeways and flats, that the word island exists now in name only. Bombay island itself is rather more than twenty square miles in extent. The population of the city is about 825,000, of which some 550,000 are Hindus, 155,000 Mohammedans, 48,000 Parsis, and 45,000 Christians, the remainder being Jains, Jews, and various sects. In the autumn of 1896 the plague broke out, dislocating trade, and causing a heavy death-roll amongst the natives, the European community as a whole escaping.

Climate. The climate of Bombay is moist and warm. Though never so cold as it is during the winter in Northern India, at the same time it never reaches their extreme heat. December, January and February are the coolest months. The average temperature of Bombay is 79 degrees, and the average rainfall is 70 inches. The "rains" set in about the middle of June and continue until the end of September.

Landing. As soon as the P. and O. steamer has taken up its position off the Ballard Pier, a "tender" comes alongside, and lands the passengers with their baggage. Almost everything is dutiable, except wearing apparel and personal effects, and the traveller who is wise will hand over his keys to his agent, who will clear his boxes for him. Guns, rifles, and ammunition are subject to a 10 per cent. duty, and certain formalities have to

be complied with before they can be imported. The various agents' representatives will give all information and assistance.

About 5 hours after the mail steamer has been signalled a *Special Express Train* [28 gentlemen and 4 ladies, 1st class] leaves for Calcutta. The time occupied in the journey is about 40½ hours.

The P. and O. Co. issue 1st class tickets for this train in London. If the full number of berths is not reserved, the Purser of the steamer will reserve them if information be given previous to reaching Aden. Particulars can be obtained from the Purser.

Passengers holding tickets for this train, together with their luggage, are landed first. The luggage has to bear special labels. An official from G.I.P. Ry. will board the steamer on arrival to help and advise passengers proceeding by the special.

The ordinary mail train to *Calcutta* takes about 44 to 48 hours.

From *Bombay to Madras* direct is 32½ hours.

The Punjab *mail*, *viâ* Ahmedabad and Delhi, to *Lahore* takes about 57 hours.

Hotels. Apollo Bunder Restaurant, *Esplanade Annexe; Tata's Indian H. [Apollo Bunder]; *Esplanade; Temple Bar [Esplanade Road]; *Great Western [Apollo Street]; Alexandra; Frere Temperance [Frere Road]; Apollo [Colaba Causeway]; Connaught H. Annexe [47, Wandley Road]; English [Hornby Road]; Imperial [Dalal Street]; London [Grant Road]; Victoria [near Prince's Dock]; Adelphi, Family; Fitzgerald [Clare Road, Byculla]; *Cambala, Family [Cambala Hill].

Clubs. *Byculla Club* (Bellasis Road, Byculla); *Bombay Club* (26, Esplanade); *Yacht Club* (Apollo Bunder); *Ladies' Gymkhana* (The Ridge, Malabar Hill), with tennis and badminton courts; *Bombay Gymkhana and Golf Club* (Queen's Road).

These clubs admit honorary members, and the first two are residential. For rules, subscriptions, etc., application should be made to their respective secretaries.

Agents. King, King and Co. [Standard Buildings, Hornby Road]; Grindlay, Groom and Co. [Elphinstone Circle]; Watson and Co. [8, Hornby Road]; Thomas Cook and Son [Esplanade Road].

Banks. Bank of Bombay [Elphinstone Circle]; Bank of Bengal [Elphinstone Circle]; Chartered Bank of India [Esplanade Road]; Commercial Bank of India [Esplanade Road]; Comptoir National D'Escompte de Paris [Esplanade Road]; Mercantile Bank of India [Esplanade Road]; National Bank of India [Rampart Row]; Hong Kong and Shanghai Bank [Church Gate Street]; Imperial Bank of Persia [Apollo Street]; Yokohama Specie Bank [Hornby Road].

In addition, all banking business is carried on by the agents above mentioned.

Chemists. Army and Navy Stores; Beynon and Co.; Thomson and Taylor [Esplanade Road]; Treacher and Co.; Phillips and Co. [Esplanade Road and Byculla]; Kemp and Co. [Elphinstone Circle, Fort and Cumbala]; etc.

Newspapers. English Dailies, "Times of India," "Bombay Gazette," "Advocate of India," "Indian Sporting Times" (weekly), and various native publications.

CONVEYANCES.

Carriages. *Carriages*—chiefly what are known in India as phaeton (pronounced Phiton) gharries—are easily obtained in Bombay at fixed rates. By the day a carriage with one horse is Rs. 5, two horses Rs. 10.

Tramways. *Tramways* extend from one end of Bombay to the other, and extend from Colaba and the Fort to the Docks, Parel and Grant Road.

Railways. *Railways.* Two of the great lines have their terminus in Bombay.

(i.) *Great Indian Peninsular Railway.* Victoria Terminus. Station for Calcutta, Allahabad, Benares, Lucknow, Cawnpore, Delhi, Agra, Jhansi, Bhopal, Jubbalpur, Nagpur, Poona, Madras and Southern India.

(ii.) *Bombay, Baroda and Central India Railway.* Terminus Colaba. Station for Ahmedabad, Oodeypore, Ajmere, Jeypore, Agra, Delhi, Lahore and the North.

N.B.—Visitors staying in or near the Fort can start from *Colaba* or *Church Gate* stations. Those at Malabar Hill or Byculla start from *Grant Road* station.

General Description. On landing at the Ballard Pier the traveller will have that part of Bombay known as *The Fort* straight in front of him to the W. To the N. lies the *Mody Bay Reclamation*, beyond which are the principal docks. Further to the N. and N.W. are the suburbs of *Mazagon* and *Byculla*, where are the principal factories. South of The Fort is *Colaba*, while to the W. is *Back Bay*. Following the curve of the bay towards the N. comes *Malabar Hill*, the fashionable quarter, beyond which again is *Breach Candy* and *Cambala Hill*, overlooking the Indian Ocean.

Tourists do not usually stay very long in Bombay. The buildings are almost all modern, and, though many of them are very fine, they possess hardly that interest attached to similar but more ancient structures in Europe. A few of the chief are referred to below. One or two days may well be spent in drives round the city and native bazaars, to Malabar Point and Cambala Hill, visiting Government House, Walkeshwar Temple and the Towers of Silence *en route*. A day should be allotted to the caves of Elephanta, and those interested in such structures should also pay visits to the Kanhari, Jogeshwar, and Montpezir Caves. Messrs. Cook and Son and the various agents will give tourists every assistance in their power.

One of the most conspicuous buildings in Bombay is the beautiful TOWER of the UNIVERSITY. The University buildings are a most handsome Gothic pile and the Library and Hall are worth seeing. They stand on ground just west of the principal hotels and overlook Back Bay. Close to them, and a little S., is the **Secretariat,** containing the various committee rooms and offices of the Bombay Government Departments, Revenue, Judicial and Military. The fine pile, in the early English style, a little to the N. is the **Courts of Justice,** while further on come the **Public Works Secretariat,** the **Post Office,** and **Telegraph Office.** Near the last is a seated marble statue of the late Queen by Noble. The **Town Hall,** situated in the Elphinstone Circle, contains some fine rooms, and several statues and portraits of famous Indian personages, both European and native. It is one of the older "modern" buildings of Bombay dating from 1835, and architecturally can hardly be said to be a success, being a mixture of Doric and Corinthian. Here the Bombay Asiatic Society keep their fine Library, in which will be found every work of importance relating to India. (Members have the right of giving strangers an order entitling them to the free use of the rooms for a month.)

Near the Town Hall by the harbour are the **Mint,** the **Old Castle, Arsenal, Customs House** and **Dockyard,** none of which, however, are of much interest to the ordinary tourist. Should he want to examine the Arsenal, permission must first be obtained from the Inspector-General of Ordnance at Poona.

Bombay is a Bishop's See, but the **Cathedral of St. Thomas,** near Elphinstone Circle, built as the original garrison church in 1718, is a very poor structure. Efforts are being made to raise funds to erect a cathedral worthy of the town.

The handsomest church is undoubtedly that of **St. John the Evangelist** at Colaba. It was built in memory of the officers and men of the British army who fell in the campaigns of Sind and Afghanistan, 1838—1843, and is hence more generally known as the "Afghan Memorial Church."

Other Churches are *All Saints* (The Ridge, Malabar Hill), *Christ Church* (Byculla), *St. Peter's* (Mazagon), *St. Nicholas* (Docks), *R.C. Church* (Meadow Street), *St. Andrew's Kirk* (Marine Street), *Free Church* (Esplanade).

MISSIONS.

C.M.S. *The C.M.S.* has a Church and Schools for children of both sexes at Girgaon.

S.P.G. *The S.P.G.* has four clergy in Bombay and a branch of the Ladies' Association for Zenana Work. Its Church is in Kamatipura Road.

Cowley Fathers. *The Cowley Fathers* serve the Church of St. Peter's, Mazagon, near which they have a Mission House and Schools for boys and girls. There is a native Mission in Babula Tank Road.

All Saints' Sisters. *The All Saints' Sisters* have two Schools for girls: (i) Cathedral Girls' School; (ii.) near St. Peter's, Mazagon. They also have the St. John's Orphanage for native foundlings at Umer Khadi, and do nurse work in the European General, Jamsetji, and Pestonji Kama Hospitals.

Besides these there are the *Maratha Mission* (American Presbyterian) and *United Free Church of Scotland Mission.*

EDUCATION.

Elphinstone College (near the Mechanics' Institute) and the *Elphinstone High School* (Elphinstone Cross Road) are the result of the splitting up in 1856 of the Elphinstone Institution, founded in memory of the Governor of Bombay, the Hon. Mountstuart Elphinstone. The object of the school is to educate youths up to the standard of the University entrance examination at fees within reach of the middle classes, while the College prepares students for the degrees at the Bombay University.

The *Grant Medical College* (Parel Road) was founded in 1845 in memory of Sir Robert Grant, a late governor. It has a fully equipped staff, the grounds are planted with various shrubs and trees whose products are used as drugs, there is a good museum, and there are numerous scholarships, prizes and medals for competition.

Other important educational establishments are *Wilson College*, *St. Xavier's College* (R.C.), *Cathedral High School*, *Anjuman-i-Islam* (Mahommedan), *Alexandra College* (for Parsi ladies).

Hospitals. **European General H.*, with *St. George's H.* in connection, is close to the Victoria Terminus. Here anyone who has the misfortune to fall ill in Bombay will be sure of the best medical advice and assistance.

Jamsetjee Jeejeebhoy H. (near Grant Medical College) contains 14 wards, one of which is reserved for Parsis.

Pestonji Kama H. for "women and children" (Cruikshank Road).

These three institutions are nursed by the "All Saints' Sisters."

Other hospitals are the *Gokaldas H.* (Esplanade Cross Rd.), *Ophthalmic H.* and *Hosp. for Incurables* (near the Jamsetji H.), *Merwanji Framji Convalescent Home* (Colaba), *Bai Motlebai Obstetric H.*, *Sir D. M. Petit's Hosp. for the Diseases of Women and Children*, and the *All Bless H.*

The *Pinjrapol*, or Infirmary for Animals, is a curious institution covering several acres in the native quarter, and supported by the Jains. In the vernacular it is known as *Bholeshwar*, or "Lord of the Simple," and contains a temple dedicated to Shiva.

Besides these there are several charitable and other institutions, the most important of which from a European point of view perhaps is the *Royal Alfred Sailors' Home* close to the Apollo Bunder.

LITERARY AND SCIENTIFIC SOCIETIES, Etc.

The principal literary and scientific institutions in Bombay are:—

(i.) The *Bombay Asiatic Society* (with which is amalgamated the Bombay Geographical Society), founded in 1804 for the investigation and encouragement of Oriental Arts, Sciences and Literature. Its quarters and Library (100,000 vols.) are in the Town Hall.

(ii.) The *Bombay Natural History Society*, founded in 1883. The Offices and Museum (which is well worth a spare hour's visit) are at 6, Apollo Street. There is an excellent Library (chiefly Natural History).

(iii.) The *Museum* (Parel Road) is a handsome building, completed in 1871, standing in the Victoria Gardens, which have an area of 34 acres and are well laid out. Within the Gardens are a Deer Park and Menagerie, and the band plays twice a week.

Mechanics' or Sassoon Institute (Rampart Row), founded by David Sassoon and his son, Sir Albert, in 1870. Good Library.

TO MALABAR HILL.

To the sightseer this drive is well worth taking. In an open victoria the tourist rolls along Back Bay, the waters of which come rippling over the shiny sand, and climbs up Malabar Hill with its fine bungalows embowered in tropical vegetation. The first objects of interest are the Parsi **Towers of Silence.** Low, round towers, surrounded by leafy trees and shrubs, they are at first sight not imposing. But the numbers of vultures, many of them gorged with their last horrible meal, and the knowledge that they are eagerly awaiting the arrival of that funeral procession slowly wending its way up the hill, causes an uncanny feeling of fascination.

At Malabar Point is **Government House,** a pretty little colony of bungalows. There is a second GOVERNMENT HOUSE in some fine gardens at Parel. It was originally an old Roman Catholic monastery. Of recent years it has not been used by the Governors save for occasional garden parties and entertainments. Close by Malabar Government House is the picturesquely situated temple of **Walkeshwar,** or "Lord of the Sand," with the "Arrow Tank," said to have issued from the spot pierced by Rama's arrow. The temple enshrines the lingam brought for Rama from Benares by Laksman. The place takes its name from the substitute, made by the hero out of sand, whilst waiting

for his brother. On the advent of the Europeans in India the sea swallowed it up.

No other Bombay temples or mosques are of sufficient interest to call for special remark.

Crawford Market. The best time for visiting is before breakfast. The market, about 1¼ miles N. of the Apollo Bunder, is named after Mr. Arthur Crawford, C.S. Municipal Commissioner, 1865—1871, who was mainly instrumental in its erection. In the market, all kinds of fruit, vegetables, fish, meat, poultry, etc., can be seen exposed for sale, each kind in its own particular building, and with every regard to cleanliness.

Native Quarter. No one visiting India for the first time should leave Bombay without first paying a visit to the native quarter. It is best to drive. Many of the houses are elaborately carved and show Portuguese influence in their architecture. Here and there will be seen Mohammedan mosques and Hindu temples, but none of them are of any particular importance. In the Bhendi Bazaar are the Arab Stables, well worth a visit to lovers of horses.

In the bazaars the traveller will be able to purchase specimens of the Bombay arts, jewellery, silver, brass and copper ware, black-wood and sandal-wood and tortoise-shell carving, inlay and lacquer work, gold and silver embroidery, etc. It must be remembered that vendors always ask far more than they intend to take, and it is well to get information from friends, hotel managers or others regarding the value of goods before they buy. A good deal of showy imitation work is palmed off as the genuine article, so that it is necessary to be on one's guard.

TOURS.

Bombay is perhaps the best port at which to land, as from here it is easy to visit any part of India that may be desired. Short trips occupying a day may be made to *Elephanta Island* (famous caves), the caves at *Montpezir*, *Kennery* and *Jogeshwar*. A delightful trip, taking the inside of three days, can be made to the caves of Ellora, *viâ* Mummar and Daulatabad.

The first class fare from Bombay to Daulatabad is about Rs. 14. Thence, by tonga to the caves (10 miles) and back, Rs. 15.

N.B.—Provisions should be taken.

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BOURNE & SHEPHERD CALCUTTA BOMBAY & SIMLA

BOMBAY

By giving an extra day Aurangabad can also be visited.

Another short trip can be made to the *Ajunta Caves*, *viâ* Pachora. First class return fare from Bombay to Pachora is Rs.29. Bullock cart from Pachora to Furdapur, D.B., and back, Rs.10. Thence by tonga to caves and back Re.1.

Time occupied, about 12 hours each way, exclusive of the period taken up in seeing the caves.

N.B.—Provisions must be taken.

The Ellora Caves can also be visited from Pachora.

For those who like the sea, a delightful trip can be made, either in one of the "British India," or in one of "Shepherd's" steamers. The coast scenery is very pretty, and many of the little out-of-the-way ports are very quaint. From Marmagoa the tourist can visit GOA, with its wealth of decaying mediæval Roman Catholic churches and cathedral; from Honawar he can make a trip to the famous GERSOPPA FALLS; while Mangalore, Calicut, and Cochin are all full of interest to the student of European history in India.

For particulars the tourist should consult his "agent," or either of the companies mentioned.

N.B.—*Goa is much more conveniently reached by train, and the best way to the Gersoppa Falls is to go by train to Shimoga Station on a branch of the S.M.R., whence one can drive; the road is even reported to be good enough for cyclists.*

Other places well worth visiting are Poona, Mahableshwar (hill station), *viâ* Wathar, and the beautiful little towns of Wai and Panchganni. These can all be visited in the inside of a week.

Numerous circular tours can be conveniently made from Bombay. A list is given in another place, and selections can be made therefrom.

S.E. of Bombay lies the Madras Presidency, with such interesting places as Conjeveram, Madura, Trivalur, Mahabalipur, and the delightful hill-stations of Ootacamund and Coonoor. E. of Bombay is Calcutta, which can be reached, either *viâ* Nagpur or *viâ* Jubbulpur and Benares. N.E. are the "plains" of N. India, with such historic and interesting cities as Delhi, Agra, Gwalior and Lucknow. Due N. and N.W. is Ahmedabad, with Guzerat and the Runn of Cutch, containing such interesting spots as Junagadh, Girnar and Patan Somnath with their famous Jain temples.

N. of Ahmedabad one can travel to Agra and Delhi, visiting such places as Ajmere, and Jeypore on the way. While from Delhi a trip can be made to Simla if the

weather be not too cold, or Amritzar, Lahore, Peshawur, and the other cities of the Punjab and Scinde can be visited.

SHORT TRIPS FROM BOMBAY.

(a) **Elephanta** is a small hilly island in Bombay Harbour, lying about six miles E. of the Fort. Messrs. Cook and Son's steam launch leaves the Apollo Bunder, on days and hours which can be ascertained at their office, 13, Esplanade Road, for the island. Tickets, Rs.5 each. Or, if preferred, boats, etc., can be hired privately.

The name Elephanta was given to the island by the Portuguese, from an old stone elephant that used to stand near the landing place. Time and climatic conditions caused the head and neck to drop off in 1814, and in 1869 the remains were taken to the Victoria Gardens. A winding path leads to the caves, which are some distance from the water.

It is impossible in a few words to give any real conception of these wonderful excavations, and though far finer are to be seen at Karli, Ajunta, and Ellora, yet those of Elephanta are marvels of human labour and ingenuity. There are five caves, four of which are practically complete. Their age is probably between 1,000 and 1,200 years. The GREAT CAVE is the most important. It is a somewhat low chamber, cut out of the solid rock, the roof of which is supported by six rows of columns with fine mushroom-like capitals. Unfortunately many of them are broken. On entering the great colossal Trimurti, or three-fold bust of Brahma, Vishnu, and Siva, 18ft. in height, will be seen at the back. On either side stands a somewhat shorter figure, a "dwarapala," or door-keeper. To the right as one enters the temple is the "Lingam" shrine, and on either side of the Trimurti are small chambers, all ornamented with busts and statues. In that to the E. is Siva in his hermaphrodite form, Ardhanari, nearly 17ft. high. To the W. are figures of Siva and Parbati, and a group representing the marriage of these two gods. Parbati is on the right, as is a wife's privilege on her wedding day.

In a compartment at the W. end is Shiva in his terrible form as Bhairava. The sculpture has been thought to depict the destruction of Daksha. The story is referred to again under "Hardwar," the locality where it took place. There are many other statues and groups of much interest, but space will only permit of the briefest reference to a few. The "Birth of Skanda the War-God," at the E. end of the

N. aisle, and "Ravana attempting to remove Kailas" are perhaps the most interesting. Ravana, demon-king of Ceylon, wishing to have Siva always with him, attempted to carry off Kailas, Siva's heaven. The celestial earthquake thus caused so terrified Parbati that Siva with his big toe pressed down Kailas on Ravana's arms and kept him in this position for 1,000 years.

The only other cave of much interest is the TIGER CAVE, so called because on either side at the top of the entrance steps is a tiger.

Even at the present day the Great Cave is used on Sivite festivals.

A very full descripion is given in Burgess' "Elephanta" (Bombay. 1871).

Montpezir Caves. These are about a mile from the B.B. and C.I. station, *Borivli.* If the visitor does not wish to walk he should apply beforehand to the station-master to obtain a pony and coolie to carry his luncheon. Near the caves are the ruins of an old *Portuguese church*, and evidently at one time there was a Roman Catholic mission here.

Though interesting these caves are of small importance compared with those of Elephanta and Kanhari, and space does not permit of detail.

(c) **Kanhari (Kennery) Caves.** These remarkable caves, 109 in number, are on a hill in the middle of *Salsette Island.* They are six miles from the D.B. at *Thana* on the G.I.P. Railway, and five miles from *Borivli* station, B.B. and C.I. Railway (bridle path).

According to Fergusson, the caves were excavated by Buddhists, and date from the end of the second to the middle of the ninth, possibly the tenth, century, A.D.

The road is rough and narrow, but quite passable for ponies and dandies (palkis). A gradual rise brings the traveller to the caves, which form six ranges connected with one another by steps cut in the hill-side.

The two most interesting caves are the "Durbar" and the "Great Chaitya."

The external appearance of the former is a two-storied pillared verandah. Within, it is found to be a rectangular chamber with cells for monks. The sanctuary is projected forward, and, with the pillars, helps to support the roof. An examination of this cave will give the visitor an excellent idea of the form of a "Vihara," or Buddhist monastery.

The Great Chaitya Cave, according to Fergusson, dates from the 9th or 10th century. It is a most inferior copy of the fine cave at Karli (*vide infra*). A glance at the beautiful illustrations of "Rock-cut Temples of India" will show how similar, and yet how debased, are even the pillars of the later temple. Passing up a low flight of steps the visitor passes through a very dilapidated portico into the temple. As a "Chaitya" (temple), it resembles those at Karli, Ajunta and Ellora in general design, but is altogether inferior. In size it is about 88ft. by 40ft., or slightly smaller than No. 10 Cave, Ajunta.

Four miles S of Kanhari is the Vehar Lake of 1,400 acres, from which Bombay draws its water supply.

(*d*) **Jogeshwar Cave.** (*Goregaon* Station, B.B. and C.I. Ry.). Situated about 2 m. N.E. of the village of Jogeshwar, which is about 1 m. from the station.

A description of this cave is to be found in Fergusson and Burgess' "Cave Temples of India." There are entrances to the cave E. and W. In a partially-excavated court is the verandah, 120ft. long, supported by ten columns. At the back are three doors and two windows looking into the great hall, a somewhat irregular quadrangle about 92ft. each way with 20 pillars arranged in a square, in the centre of which stands the shrine with four doors and a large lingam. Besides this cave, which exceeds in length all other Brahmanical caves except Kailas, are other cells and rough excavations of little interest.

CHAPTER II.

BOMBAY TO MADRAS AND SOUTHERN INDIA.

The tourist who wends his way towards the South will travel by the G.I.P. Railway as far as Poona, where this system joins the S.M.R. The scenery is delightful and thoroughly Oriental. Passing through the low ground around Bombay, with its inlets, its palm-groves, its creeper-covered huts and tropical jungle, the train gradually approaches the Sahyhadri hills, a portion of the Western Ghats, up which it climbs by a zig-zag track through the Bhor Ghat. Then down to the charming country round Poona, and away across the typical scenery of the trap-rock, which gives way to Archæan beds soon after entering the Madras Presidency. The Hindu Temples of Southern India are marvels of elaborate carving. The chief places to see them are Tanjore, Madura, Chidambaram, Mahabalipur (near Madras), Trivalur, and Ramaswaram in the Paumben Straits. The magnificent cave temples of Karli, the mediæval churches of Goa, and the city of Bijapur are all worth visiting. So are the magnificent ruins of Hampi (Vijyanagar), and the famous falls of Gersoppa, but these last are rather difficult to get at. Those who wish to see an Indian hill-station should visit Ootacamund, while Trichinopoly, Arcot, and Seringapatam are full of historic interest.

SECTION I.

BOMBAY TO MADRAS,

viâ Thana (for Kanhari Caves), Neral (for Matheran), Lanauli (for Karli Caves), Poona, Wadi Jn. (for Hyderabad), Guntakal Jn. (for Goa), and Renigunta Jn. (for Tirupati).

Bombay [Victoria Terminus, G.I.P.], *vide* p. 25.

21 m. **THANA,** D.B. The capital of a great kingdom, and a leading port of India in the time of Marco Polo. It was one of the earliest and most important of the Portuguese settlements. They were evicted, however, by the Mahratas in 1737, under whom it remained until 1774, when the Portuguese determined to make a bid for their

lost territory. They were anticipated by the British, and, after a three days' seige, Thana was taken by General Robert Gordon. By the Treaty of Bassein (1775) the Peshwa Raghoba ceded the island of Salsette to the English in perpetuity.

N.B.—Thana is one of the best stations for the Kanhari Caves, 6 m. by bullock-cart.

33 m. **KALYAN** Sta. R. Junction, N.E., *viâ* the Thal Ghat to Nasik, Bhusawal Jn. for Calcutta, etc.; S.E. for Poona and Madras.

38 m. **AMBARNATH** Sta. About 1 m. E. is fine specimen of a Shivate temple, built 860 A.D. The carving and designs are very fine and varied, and the whole temple is an excellent example of genuine Hindu architecture.

54 m. **NERAL** Sta. R. Station for the hot weather sanatorium of *Matheran*. Travellers should write to the station-master, or to the superintendent at Matheran, to make arrangements for their journey up hill. The distance (8 m.) takes between two and three hours. The path is very steep, but the scenery is beautiful, the hill on which Matheran stands being one of the Sahyhadri range, and well wooded. Though not high (2,400 feet) compared with most Indian hill stations, the air is delightful after the steam of Bombay, and there are many charming walks.

Hotels: Granville H. (best), Pintos H., Rugby H., Chowk H. There are also Church, Subscription Library, and grounds for badminton, tennis and croquet.

62 m. **KARJAT** Junction Sta. This is the commencement of the ascent over the *Bhor Ghat*, the gradient being 1 in 42. The scenery through which the train passes is very fine. The reversing station is 1,350 feet above sea level.

78 m. **KHANDALA** Sta. Dak Bungalow on the edge of a deep ravine. Besides the D.B. is the Glendale Hotel. Khandala is a summer retreat. There are many beautiful walks, including the Duke's nose, a magnificent hill-top, whence a fine view is obtained, and the waterfall, which, however, must be seen in the monsoon to be properly appreciated.

80 m. **LANAULI** Sta. R. The Gymkhana Hotel is ¼ m. from the railway station.

N.B.—This is an excellent point from which to visit the famous *Karli Caves*, as all trains stop here, but few at Karli Station. The caves are 6 m. distant. A pony can go all the way, and a tonga can get within ½ mile.

85 m. **KARLI** Sta. D.B. The caves are 6 m. from the station, or 2 m. N.W. of the bungalow, but the traveller is advised to visit the caves from Lanauli.

Photographed by
BOURNE & SHEPHERD
CALCUTTA, BOMBAY & SIMLA

KARLI CAVE. This Buddhist temple, which is perhaps the first of its class in India, is, considering its age, in a wonderful state of preservation. According to Fergusson there are reasons for dating it as early as 78 A.D. Outside the entrance stands a beautiful lion pillar, then a façade, and then the cave itself. This is a long nave with side aisles separated by rows of beautifully carved columns. The roof is curved and was probably lined with woodwork. The end terminates in a semi-circular apse, in which stands the shrine, "a plain dome slightly stilted on a circular drum." The dimensions are 126ft. by 45.7ft., and, according to Fergusson, the cave is very similar, both in arrangement and dimensions, to the choir of Norwich Cathedral, though the height is much inferior.

Besides the Great Cave there are several viharas, but they are comparatively unimportant. S.E. of Karli village, and 3 m. distant from it are the caves of *Bhaja*, while 5½ m. E. of Bhaja are the caves of *Bedsa*, full accounts of which will be found in Burgess's "Cave Temples of India."

116 m. **KIRKEE** Sta. This place is historical, as being the scene of the victory over Baji Rao, the last Peshwa, in 1817. It is properly a part of Poona, which is only 3¾ m. distant. The road to Poona crosses the River Mula (200 yards wide) by the Holkar's Bridge.

Kirkee is the headquarters of the Bombay Artillery, and there is a Small Arms Factory and Powder Works, permission to see either of which must be obtained from the artillery officer commanding.

At *Ganeshkhind*, 1½ m. S.W. of Kirkee Railway Station, is Government House.

119 m. **POONA** Sta. Junction of the G.I.P. and S. Maratha Railways. Poona is the old capital of the Marathas, and is now the headquarters of the Bombay command, and of the Governor of Bombay (Ganeshkhind) during the "rains."

Hotels. Connaught H., Club H., Napier H., Poona H.

Clubs. Western India C., Gymkhana C. and Library (visitors can join temporarily on being introduced by a member), Boat C., Golf C.

Banks. Bank of Bombay, Deccan Bank.

Churches. St. Paul's, St. Mary's (garrison), St. Andrew's, Christ Church (Kirkee), Jewish Synagogue.

Missions. Society of St. John the Evangelist (Panch Howds), Sisters of St. Mary the Virgin (Panch Howds), C.M.S. (Cyprus Lodge), Scotch Missions.

The *Assembly Rooms* or *Gymkhana* contains an excellent ball-room, theatrical stage, and the United Service Library.

In the grounds are the usual facilities for cricket, tennis and badminton.

Close by, on the road leading to the *Bund Gardens*, is the *Council Hall*, containing many interesting portraits. The *Bund* is a stone dam thrown across the Mula. Above it the Poona Boat Club hold their regattas.

The Mula is crossed by the *Fitzgerald Bridge*, beyond which will be seen the *Deccan College*, a Gothic structure built of gray trap-rock.

The *Sungum* is the wedge of land between the Mula and Muta rivers. Several temples are built upon it. Close to its junction with the Muta the Mula is crossed by the *Wellesley Bridge*. On the other side, to the left, stands the *Engineering College*, and on the E. is the *District Court*. This latter is on the original site of the Residency, when a British Agent was attached to the Court of the Peshwas. When Mountstuart-Elphinstone, after the rupture with Baji Rao, retired to Kirkee, the Marathas pulled down the Residency and plundered it.

At the eastern end of the Wellesley Bridge a path to the left leads down to a garden in which are several small but very handsome temples, all dedicated to Mahadeo.

The *City* is divided into seven quarters, named after the days of the week. The *Shanwar*, or Saturday quarter, contains all that is left of the once magnificent castle of the Peshwas, the Junawada.

Sinhgarh, an old fort renowned in Maratha history (15 m. S.W. of Poona), is well worth a visit by those who have sufficient time at their disposal.

A delightful half-day excursion can be made to the famous hill and temple of PARBATI. The latter, a curious shrine, surmounted by minarets and domes somewhat after the Mohammedan style, and surrounded by a crenulated wall, is of no great interest, but a delightful view over Poona and the Deccan can be obtained. At its foot is the Diamond Garden, or "Hira Bagh," a lovely spot filled with every kind of tree and plant that flourishes in this beautiful climate.

Visitors should furnish themselves with the "Guide to Poona" ("Times of India" Press).

167 m. **DHOND** Sta. R. Junction.

Travellers who wish to visit *Ahmednagar* change here and proceed by Dhond-Munmad State Railway, which joins the G.I.P. Ry. at Munmad.

184 m. **DIKSAL** Sta. 2 m. beyond this the railway crosses the Bhima river.

283 m. **SHOLAPUR** Sta. D.B. Once a military can-

tonment, but the troops are now withdrawn, and it is only a civil station.

292 m. **HOTGI** Sta. R. Junction. Here the G.I.P. is joined by the S. Mahratta Ry. from *Gadag* and *Bijapur*.

353 m. **GULBARGA** Sta. B.D. In the seventeenth century the seat of the Deccan Government. The most interesting building is the *Jumma Musjid* in the old *Fort*. It was built in the reign of Feroz Shah, and is said to be one of the finest old Pathan mosques in India.

376 m. **WADI** Sta. R. Junction. Nizam's State Railway runs E. to Hyderabad, and passengers by it must change.

427 m. **KRISHNA** Sta. Here the railway crosses the Kistna river.

443 m. **RAICHUR** Sta. R. This is the meeting point of the G.I.P. and Madras Railways.

518 m. **GUNTAKAL** Sta. R. Retiring rooms are provided at the station. A small payment is charged for their use. Junction W. to Bellary, Hospet, Goa; E. to Bezwada; S. to Bangalore; S.E. to Madras.

710 m. **RENIGUNTA** Sta. R. Junction of the Metre-Gauge St. Rly. (*a*) N.E. to Nellore; (*b*) S.E. to Tirupati (*vide* below), Vellore, etc.

[*Tirupati* Sta. D.B. Refreshments and sleeping accommodation can also be obtained at Renigunta Junction. Tirupati is celebrated for the Tirumala (Holy Hill), 8 m. from the railway station, on the summit of which is one of the most sacred hill pagodas in India. The hill has seven peaks, that on which the pagoda is built being named the Seshachellam. The main path up to the sacred spot is spanned at intervals by three gateways (Gopuras). Until 1870, when a police officer ascended the hill in search of a criminal, no European had ever been upon that part on which is the temple. Round the building is a wide strip of tamarind and mango trees. Within is a stone statue of Vishnu, 7ft. high, with four arms. On the top of the hill is a dak bungalow for the use of European visitors, who should remember that the place swarms, not only with the usual beggar, but also with thieves, and should therefore be cautious. There is a hall of 1,000 pillars, which, however, cannot be compared with that at Madura.]

751 m. **ARKONAM** Sta.* R. Junction. Here a branch of the S. Indian Rly. runs S. to Chingleput. W. the Madras Rly. goes to Bangalore and E. to Madras.

793 m. **MADRAS.**

SECTION II.

MADRAS AND ITS ENVIRONS.

Madras. *Madras*, the third city and seaport of India, the seat of the Presidency Government and the headquarters of the Madras Army, stretches for 9 miles along the Coromandel coast, and, including suburbs and villages, extends inland for 3½ miles. Its population is 460,000.

Landing. Passengers and goods are landed from steamers in either "masulah" (surf) or jolly boats. The charge for a masulah boat is Rs.2 8 ans., for a jolly boat, Re.1.

Harbour. *The Harbour* is formed by two breakwaters running N. and S. of the pier and enclosing it. The Madras coast is liable to terrific cyclones. In 1881 the harbour works were badly damaged, and now on the approach of a typhoon ships put out to sea.

Climate. On the E. coast of India the "rains" occur chiefly during the N.E. monsoon, October to December. The greater part of the 50in. that Madras receives fall during the latter part of October and November. The weather is never really cold in the low-lying districts, but the heat is least trying in November, December and January.

Hotels. *Connemara H., *Victoria Family H., *Elphinstone Branch H. [Egmore], Birmingham H., Castle H., Dent's Garden H., *Elphinstone H., Gladstone H., Langham H., Royal H. [Mount Road], *Buckingham H. [Westcott Road, Royapettah], Alexandria H., National H. [Armenian Street], Balmoral H. [Nr. Madras C.], Capper House H. [S. Beach], Grand H. [N. Beach], Central H., Mrs. Kingsley's H. [Vepery], Lipper's H. [Poonamalle Road].

Clubs. Madras C. [Mount Road]; Madras Cosmopolitan C. [Mount Road]; Adyar Club (ladies admitted). The quarters of the Madras Boat C. are in the grounds.

Banks. Bank of Madras [1st Line Beach]; National Bank of India [North Beach]; Commercial Bank of India [Black Town]; Chartered Bank of India, Australia and China [Esplanade Row].

Agents. Arbuthnot and Co. [agents for H. S. King and Co.], Binny and Co. [agents for Grindlay and Co.], who also undertake all banking business.

Chemists. Smith and Co. [Mount Road], Allbut and Co., Baron and Co., W. H. Haller, Harris and Co., Holmes and Co. [Popham's Broadway], Digby and Co., Maclure and Co., Wilson and Co. [Broadway], Deane and Co., Rose and Co., John Bros. [Triplicane], Duff and Co., Paul and Co. [Mount Road], West and Co. [Esplanade Row].

Newspapers. English Dailies, "Madras Mail," "Madras Times," "Madras Standard," "Hindu"; also weekly and bi-weekly journals, and various vernacular papers.

Conveyances. *Carriages.* Distances being very great, those who have but little time in which to see the sights should hire a carriage by the day (1 horse, Rs.3; 2 horses, Rs.7 per diem). There is also an electric tram service.

Railways. *Madras Railway.* Railway Terminus Station (near pier); Central Railway Station.

S. Indian Railway. Egmore Station.

General Description. Along the shore, facing the harbour, stand the *Post Office, Bank of Madras, Port and Customs Offices*, and numerous business houses. Behind these is *Black Town.* To the N. is the *Railway Terminus* and *Rayapuram*, to the S. *Fort St. George*, the *Cooum River*, and the *Marina.* Behind the Marina comes the *Chepauk Park, Triplicane*, and *Pudupak*, and still further W. is *Mount Road*, where are the best European shops and the principal hotels. S. again is *S. Thomé.*

Public Buildings. *Fort St. George* contains the *Arsenal*, the *European Barracks, St. Mary's Church*, and certain Government offices. The E. front is straight, and is separated from the sea by the beach and road. On the land side its form is crescentic. It is surrounded by a fosse crossed by a draw-bridge. In the *Grand Arsenal* is a *Museum*, containing numerous weapons, flags, and other objects of historical interest.

W. of the Fort are *Pacheappah's College* and *Hall.* Both of these are due to a wealthy Hindu, Pacheappah Mudelliar, who, on his death about 100 years ago, left a sum of money of a lakh of pagodas for charitable and educational purposes.

The Memorial Hall, built by public subscription to commemorate "the goodness and forbearance of Almighty God in sparing this Presidency from the Sepoy Mutiny which

devastated the sister Presidency of Bengal in the year 1857," is to the N.W. of Pacheappah's College. It is used for meetings of a religious, scientific, educational or similar character, but not for dances, theatricals or general entertainments.

To the W., beyond the Central Railway Station, are the *Victoria Town Hall* and the *People's Park*. The latter is a fine space of 116 acres, with numerous tanks, a bandstand, tennis courts, public bath and a good menagerie.

Government House is about ½ m. from the Fort across the Cooum River. Between the two is *The Island*, a large recreation ground with the pavilion of the Gymkhana Club in the S.W. corner.

The entrance hall of Government House contains a full-length portrait of the Nawab of Arcot, Azim Jah. The banqueting-hall, built to commemorate the fall of Seringapatam, is a fine room in a detached building, and contains numerous interesting portraits of Englishmen famous in Indian history.

Chepauk Park lies to the E. of Government House, Originally it belonged to the Nawabs of the Carnatic. The old palace, greatly restored and improved by Government, is a fine building, and is now occupied by the offices of the *Board of Revenue*. To the N. is the *Senate House*, to the S. the *Civil Engineering College* and the *Presidency College*, and to the W. the *Gosha*, or Caste Hospital. At the S. entrance of the Park is the Jubilee statue of the late Queen-Empress Victoria.

The Marina, the fashionable drive, runs S. along the seashore from the Fort to the Capper House Hotel. Thence the Cathedral Road extends W. until it meets Mount Road, close by *St. George's Cathedral*.

Mount Road, 7 m. long, stretches from Government House to the Mount. Between Government House and the Club, in front of which is *General Neil's statue*, are the principal European shops. Close to St. George's Cathedral are the *Botanical Gardens*.

The Museum is on the Pantheon Road, 2 m. W. of the Fort. It contains several fine collections, and is open daily —Sundays excepted—from 6.30 a.m. to 5 p.m. (The afternoon of the first Saturday in the month is reserved for native ladies.) Within the compound are the *Victoria Technical Institute*, *New Theatre*, and the *Connemara Library*, which contains, amongst other volumes, the Mackenzie MSS., containing an immense amount of historical and legendary information regarding S. India.

1 m. W. of the Museum is the *Observatory*.

The *Little Mount*, 5 m. S.W. of the Fort, is on the other side of the Adyar River, where it is spanned by the *Marmalong Bridge*. Tradition has it that St. Thomas was martyred here, and the spot is most interesting, possessing innumerable legends of the saint. Within the church is an old cell in which St. Thomas, it is said, was wont to pray.

At *Guindy* is the *Governor's Country House*, a handsome structure faced with white chunam, standing in a large park. Close by is the *Race-course*.

Great Mount, or *St. Thomas's Mount*, is 3 m. S.W. of Marmalong Bridge. At the foot are the "Cantonments" and the old headquarters of the Madras Artillery. A few hundred yards from the mess-house is the *English Church*, a handsome edifice, containing memorials to some distinguished officers. At the top of the Mount, a block of greenstone and syenite, 300ft. high, stands an old *Armenian Church*. It was built by the Portuguese in 1547, and is called "The Expectation of the Blessed Virgin." Above the altar is a remarkable cross, bearing a Nestorian inscription, 1,200 years old, translated by Dr. Burnell as "Ever pure . . . . is in favour with Him who bore the Cross."

The remaining churches of Madras are of little interest architecturally. ST. MARY'S [Fort], built in 1678, and hence "ecclesia prima in Indis" of the English, contains some old sacramental plate and many monuments, including a fine one to the great missionary Schwartz.

ST. MATTHIAS' (Vepery) was the gift of Admiral Boscawen, and at ST. THOME there is a mission church. Madras is both an Anglican and a Roman Catholic see. ST. GEORGE'S CATHEDRAL [E.C.] is not a handsome building; it is at the corner of Cathedral Road and Mount Road. The Roman Catholic CATHEDRAL OF ST. THOME contains the reputed tomb of the saint.

Besides these are numerous other churches, including amongst others ST. ANDREW'S (Presbyterian), near Egmore Ry. Station, TAMIL CHURCH (Free Church) at Rayapuram, Emanuel Church, Armenian Church, C.M. Chapel and Wesleyan Chapel, etc., all in Black Town.

Missions. *S. P. G.* [Mission Ho., Rundall's Road, Vepery; Theological College, Sullivan's Gardens.] The mission serves the churches of St. Thomé, St. Paul's (Vepery), and St. John's (Egmore).

C. M. S. (Egmore). Holy Trinity Church. Divinity School, Harris High School.

In addition, the Lutherans, Americans, Church of Scot-

land, and Wesleyans have missions here, and there is a Women's Medical Mission.

Education. In addition to its *University*, Madras possesses a large number of good colleges and schools. Of these the most important are the *Madras Christian College*, *Pacheappah's College*, *Civil Engineering College*, *College of Agriculture*, *Medical College*, and numerous educational establishments supported by the various religious bodies.

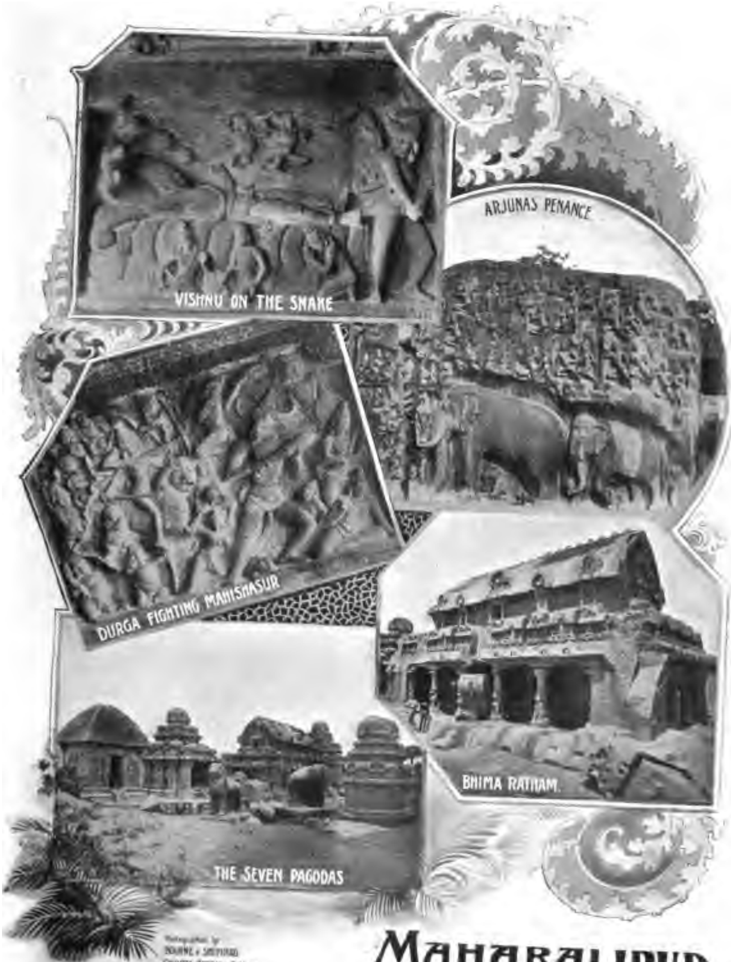
Hospitals. The *General Hospital* [500 beds for both Europeans and natives]. Its records go back as fas as 1829. The Medical College stands on its E. side.

S. of the Fort is the *Military Hospital*, and in Egmore are the *Maternity* and *Ophthalmic* Hospitals. Black Town also contains hospitals, and there is an excellent Asylum for Lepers.

Tours. Madras is an excellent centre from which to visit the famous temple of S. India. The *Seven Pagodas* at Mahabalipur (32 m.) should be visited. The visitor can proceed one night, examine the antiquities next day, and return the following night. Provisions must be taken. At *Trivalur* Sta. (26 m.) there is a famous temple which is worth seeing. Fare, 1st class, Re. 1 12 ans. each way. An account of this temple (with an isometric sketch) is given in Fergusson's "Handbook of Architecture." It has five fine external and two internal gopuras, and an unfinished hall of 1,000 pillars, of which only 688 are now standing. The temple is well worth seeing, but as an architectural design is most inferior.

Ootacamund, the hill station of S. India, on the Nilgiris, can be reached in about 22 hours. The traveller goes by the Madras Ry. to Mettupaliyam, thence to Coonoor by the Nilgiri Ry., and from there to Ootacamund by tonga. *Conjeveram* Sta. (56 m.) is the Benares of S. India, and its magnificent temples should not be missed. A *trip lasting about ten days* or so, according to the tourist's choice, may be made from *Madras* to *Tinnevelly*, in which he will be able to see all the most famous temples of S. India (*vide* Section IV.). Another short trip (about 12 hours) may be made to *Bangalore*, whence the visitor may visit Mysore and *Seringapatam; Birur* (for *Shimoga* and the *Gersoppa Falls*), *Banavara* (for the ruins of *Jamgal*, *Hullabid* and *Belur*).

A week should suffice to enable the traveller to visit these



MAHABALIPUR

places, but, if he wishes to include the Gersoppa Falls, he will have to allow three or four more days in addition.

N. from Madras the line runs to *Beswada* Junction (for Secunderabad and Hyderabad) and thence to *Calcutta.*

The Seven Pagodas.

No one should leave Madras without a visit to these most interesting remains at Mahabalipur. The journey to Balipitham is made by canal boat. Hotel proprietors will give advice, and make all arrangements.

Only the very baldest of descriptions can be given here. It is hoped that the illustrations will help to give some idea of the chief sights, but for a complete description the tourist is referred to "Descriptive and Historical Papers relating to the Seven Pagodas on the Coromandel Coast" (printed for the Government of Madras at the Foster Press, 23, Rundall's Road, Vepery, 1869). Fergusson has illustrated and described them, as have Bishop Heber and many others. Those politically inclined should read Southey's "Curse of Kehama."

The most interesting spectacles are the "rathans" or monolithic temples, carved out of extruding granite, in imitation of Buddhist cave-temples, and are respectively, *Arjuna's*, *Bhima's*, *Draupadi's*, and *Dharma Raja's*. The road to these is very tiring, being through heavy sand. To the N.W. is the *Temple of Durga*, ¾ m. distant. As one enters, is seen a representation of *Durga*, *mounted on a lion*, *slaying the buffalo-headed demon Mahishasur.* On the left is a recumbent figure of Vishnu.

The story of Durga is that a giant, having performed penance, grew so mighty by Brahma's blessing that he threatened to dislodge all the gods from their place of superiority. In terror they appealed to Siva, who commanded Parbati to destroy him. She sent a beautiful female, Kalaratri, with an order to the demon, who sent soldiers to seize her. These with her breath she reduced to ashes. Driving Kalaratri back to Parbati, the demon advanced with 100,000,000 chariots, 120,000,000,000 elephants, 10,000,000 horses, and innumerable soldiers. The battle, which took place on the Vindhya Mountains, was long and fierce. Parbati assumed 1,000 arms, and brought forth creatures innumerable from her body. When his army was destroyed, the demon transformed himself into an elephant. On being torn to pieces by Parbati's nails, he assumed the shape of a buffalo. This she pierced with her trident. He then reassumed his giant form, whereupon Parbati, raising

him into the air, dashed him to the ground and pierced him with an arrow. In honour of her victory she assumed the demon's name, Durga.

Perched on the rock above Durga's temple is another small shrine, admirably represented in "Rock-cut Temples."

There are many extraordinary carvings on the rocks. That known as "Arjuna's Penance" is perhaps the most remarkable, both on account of its size and ugliness. The rock is covered with sculptures of men, below which are two huge elephants with their young. About 700 or 800 yards from the landing place at Balipitham is another curiously carved group of monkeys. Not far from "Arjuna's Penance" is the VARAHASWAMI MANDAPAM, containing carvings of the Boar and Dwarf incarnations. On the way is a monolithic temple to Ganesh. The temple of VISHNU and SIVA near the sea, CHETTI'S TEMPLE, and various other cave-temples and rock carvings, etc., are to be seen, but space will not allow of description.

SECTION III.

POONA TO BANGALORE,

viâ Wathar (for Mahableshwar), Satara Road (for Satara), Miraj (for Kolhapur), Belgaum, Londa (for Goa), Hubli Jn., Birur (for Shimoga and the Gersoppa Falls), Banavara (for the ruins of Jamgal, Hullabid and Belur).

POONA. S. Mahratta Railway.

68 m. **WATHAR** [for *Wai*, *Panchganni* and *Mahableshwar*]. Waiting and refreshment rooms. Notice should be given if meals are required. Tongas, etc., should be ordered beforehand from the mail contractor at Poona. The distance is 40 m., and takes about 5 hours.

[**WAI** is reached after 18 m. It is a most picturesque village on the left bank of the Krishna. Near by rises the abrupt scarp of *Pandugarh*, crowned by a native fort. Along the river bank are numerous temples. Three, dedicated to *Ganpati*, *Mahadeo* and *Laksmi* respectively, are situated close to the D.B. in the order named.

About 8 m. from Wai, at the foot of the hill of *Wairatgarh*, is the famous *Banyan Tree*, which covers no less than three-quarters of an acre. Five miles up the river from Wai is *Dom*, where there is a very pretty temple.

29 m. **PANCHGANNI**. A small station, with several European bungalows.

40 m. **MAHABLESHWAR,** the principal hill station of the Bombay Presidency, is situated on a plateau, about 7 m.

long by 3 m. wide, with an average elevation of 4,500ft. Receiving as it does the full force of the monsoon, it is absolutely deserted during the rains from June to September. The rainfall often exceeds 300 inches in the year. The *Library*, *Club*, *Church* and *Cemetery* are all at *Malcolm Peth*—named in honour of Sir John Malcolm. This is the European quarter, the actual village of Mahableshwar being 3 m. to the N., and is a place of great sanctity.

Visitors to Mahableshwar should not omit a trip to the *Falls of the Yena*, where, after heavy rain, the water falls a sheer 500ft. Fine views are to be obtained from *Lodwick Point*, *Elphinstone Point* and *Arthur's Seat*. The *temple of Mahadeo*, under which is said to be the source of five sacred rivers, is interesting.

An excursion should also be made to Shivaji's hill-fort at *Pratabgarh*. It was here in 1656 that the famous Mahratta robber-chief murdered Afzal Khan, the general of the army of Bijapur, with the Waghnakh, or "tiger's claws."

Hotels. Fountain H., Mahableshwar H., Ripon H. There is also accommodation at the Club.]

N.B.—Those who prefer it can make a trip, by road, to Satara.

77 m. **SATARA ROAD** Sta. For *Satara*, D.B., one of the pleasantest stations of the Deccan, and a cantonment is 10 m. from the railway. The *Fort* dates from the close of the twelfth century, and is of much historical interest. The *New Palace* was built by Apa Sahib, the last reigning rajah, after whose death the territory was annexed by the British. Here are kept the famous jewels of the Satara family, including the Waghnakh (Tiger's claws), the Jai Bhawani (sword), the shield and other weapons of Shivaji. The padded coat lined with chain armour, in which the Mahratta chief murdered Afzal Khan, is also preserved.

Mahuli, 3 m. E. of Satara, at the junction of the Krishna and Yena Rivers, is a place of great sanctity. There are numerous temples and "Suttee" monuments, and the place is well worth visiting by those who happen to be staying at Satara.

160 m. **MIRAJ** Sta. R. D.B. Junction for *Kolhapur*.

[**KOLHAPUR,** D.B., 29 m. from Miraj, is the capital of a native State having an area of about 2,800 square miles.

Kolhapur contains many good specimens of modern buildings, chief of which is the *New Palace*. *All Saints' Church*, half a mile W. of the D.B., is tended by the S.P.G., which society carries on a large educational and religious work here. The *Hospital* is called the *Albert Edward*, being built to commemorate the visit of the present king to India

in 1875—6. Here the mutineers made their last stand in the Mahratta country.

In the *Public Gardens* stands the *Town Hall*, and close to the *Old Palace* are the *High School* and *Native General Library*.

The *Old Palace*, or *Rajwada*, is interesting. In the armoury is a sword said to have belonged to the Emperor Aurungzeb.

Behind the Government Offices is the *Shrine of Amba Bai*, the tutelary deity of the State. The image of the goddess is in the adytum. On the 15th April Amba Bai is drawn round the town on a triumphal car.

The visitor to Kolhapur, if he has the time, should visit the *Fort of Panhala*. An excellent road runs all the way, but the last 5 m. are a steep rise. This fortress, situated at an elevation of nearly 3,000ft., dates from the twelfth century, and is of great interest.

The rulers of Bijapur took it from the original owners, but restored it in 1549. In 1659 it fell into the hands of Shivaji. In 1690 it was surrendered to the Moguls, in whose possession it remained until taken by the English in 1844.

On the road to the Fort the visitor passes *Jotiba's Hill*, on which are numerous sacred buildings. The three principal temples are dedicated to Shiva.

The *Pawala Caves*, near the hill, comprise one 34ft. square with fourteen pillars, and having cells cut in the inner walls, and a Chaitya cave, 31ft. by 16½ft., containing remains of dagobas.

A short mile before he reaches the *Fort of Panhala*, the tourist passes under another known as *Pawangadh*.]

209 m. **GOKAK ROAD** Sta. R. Station for the *Gokak Falls* (4 m.) Application should be made beforehand to the station-master for conveyance, and provisions must be taken. The falls are only worth visiting during the "rains."

244 m. **BELGAUM** Sta. R. D.B. A civil station, with a military cantonment, situated in a plain about 2,500ft. above sea level.

[Belgaum does not contain much that is of interest to the tourist. Persons, who may happen to be staying some time, can make the following excursions.

At *Saundati*, 40 m. E. of Belgaum, there is a temple to Bhavani, and at *Parasgad*, 1 m. to the S., the very celebrated one of *Yellama*, built in the bed of the Sarasvati. It is said to be 2,000 years old. At *Huli*, 9 m. N.E. of Saundati, is an interesting Jain temple 900 years old.

At *Sutgati*, 14 m. from Belgaum, are two enormous fig trees. There is a D.B. here.

3 m. from *Mugut Khan Hubli*, the second stage on the Dharwar road, is *Kadaroli*. Here there is a most interesting ruined temple to Shankar Deva of great antiquity, and situated in the bed of the river Malparba.]

277 m. **LONDA** Sta. R. Junction for *Goa* [*vide* below], *viâ* Castle Rock.

[70 m. MARMAGAO Sta. This is the port of Goa, the capital of the Portuguese Indian Possessions.

New Goa (Panjim) is 4 m. from Marmagao, and on the other side of the harbour.

The *Residence of the Portuguese Viceroy* is at the *Old Fort*, by the quay. Near by is the *Palace* of the Archbishop, who is the head of the R.C. Church in India. In front of the Barracks is a *statue of Alfonso D'Albuquerque.*

OLD GOA (Goa Velha) is 5 m. from New Goa. It was founded by D'Albuquerque in 1510, and quickly rose to be a great city with nearly a quarter of a million inhabitants. It rapidly fell into decay, partly by reason of the struggle with the Dutch, but chiefly on account of its unhealthy situation. It is now a collection of ruins overgrown with masses of tropical vegetation.

Old Goa contains some magnificent churches. The *Rua Diretta* leads straight into an immense square composed of churches and convents.

Most of these edifices are in a state of ruin or decay, but amongst the ones that survive are the majestic CATHEDRAL dedicated to ST. CATHERINE, where daily services are still carried on. "An archbishop, with the title of Primate of the East, is at the head of the Roman Catholic Church; the native Christians constitute more than half the total population, and the Church's festivals are celebrated in Goa with great pomp" (Chamber's Encyclopædia).

The *Archbishop's Palace*, even yet occupied occasionally, is a magnificent building N.W. of the Cathedral, while to the W. of this latter is the *oldest church* of all—namely, that of San Francesco d'Assisi. It was originally a mosque, but in 1521 was rebuilt, and the only bit of the original is the porch.

The most important after the Cathedral, and in some ways more interesting as containing the remains of St. Francis Xavier, is the splendid church known as the BOM JESUS. The tomb, a magnificent structure, is in a side chapel. Around the walls are pictures depicting scenes in his life, and a portrait of the saint is to be seen in the sacristy. Upon a marble and jasper substructure rests the massive silver coffin, the three keys of which are kept

by the Archbishop, the Portuguese Viceroy, and an official. The remains are said to be still in a wonderful state of preservation, despite the fact that his death took place nearly 300 years ago. The right arm is gone, having been sent to Rome at the command of Pope Paul V., and two toes were abstracted by a pilgrim, said to have been a lady. A silver statue of the saint, presented by Queen Donna Maria, wife of Pedro II., stands in the body of the church, while behind the high altar is one in marble of Ignatius Loyola.

The ruins of the *Palace of the Inquisition* lie E. of the Cathedral along the Rua Diretta, while some distance N. of the Church of Bom Jesus are the ruins of the old *Viceregal Palace* and the *Church of St. Cajetan*. The latter, built in 1665, is in a good state of preservation. In it are portraits of former viceroys, and, whenever the present Portuguese representative visits Old Goa, he is accustomed to stop at the Monastery adjoining. Besides these there are some fifteen or more churches, most of them more or less ruined, and deserted monasteries belonging to Dominican, Carmelite, Franciscan and other orders.

N.B.—A convenient way for many people to reach Old Goa is by bicycle from Margao station. Crossing the harbour is thus avoided.

526 m. **ARSIKERE** Sta. R.

586 m. **TUMKUR** Sta. R. Civil Station. At the base of the *Devaray Durga* hills. An important cotton spinning and cutlery centre, and the headquarters of a Wesleyan Mission.

626 m. **BANGALORE** Sta. R. Junction N. for Guntakal Jn.; S.W. for Mysore; E. for Jalarpet Jn.

SECTION IV.

MADRAS TO TINNEVELLY,

viâ Chingleput (for Conjeveram), Tindivanam (for Gingi), Villupuram (for Pondicherry), Cuddalore, Chidabaram, Tanjore (for Negapatam and Ramaswaram), Trichinopoly, Madura, Maniyachi Jn. (for Tuticorin).

MADRAS.

34 m. **CHINGLEPUT** Sta. R. Junction. A branch of the Madras Ry. runs from here to Arkonam. On this branch line is *Conjeveram* [waiting-room at station].

[**CONJEVERAM** is to S. India what Benares is to N. India. The *Temple*, dedicated to Ekambarah Swami, is 2 m. from the railway station. Just before reaching it is another temple, now used as a Mohammedan mosque.

On the S. side of the outer court stands the *Great Gopura* (gateway), 188ft. high with ten stories. Passing through, the "*Hall of 1,000 Pillars*" is seen 60 yards to the left. As a matter of fact there are only 540, and, in the centre, some of these have been connected together to form a sanctum, in which some of the processional figures are kept.

Outside the great enclosure, towards the E., there is a high, elaborately-carved car, with heavy wooden wheels.

The *Vishnu Temple* is in *Little Conjeveram*, about 2 m. away. The gopura at the entrance is 100ft. high, and consists of seven stories. On the left, after passing through, is the "hall of pillars," 96 in all, most elaborately carved. N. of this hall is a tank and a small pavilion with two rows of pillars. E. of this tank is another small temple dedicated to the Chakrah (discus) of Vishnu.

Here, if the visitor wishes, will be shown the jewels. Some of these are of considerable beauty and interest, including a necklace with pendants, worth Rs.8,600, said to have been the gift of Lord Clive.

A few miles N.W. of Conjeveram is the scene of Baillie's disaster, when his division was utterly defeated by Hyder Ali.

75 m. **TINDIVANAM** Sta. R. D.B. This is the station for the famous fort of *Gingi*, 18 m. W. by road. There are several ruined buildings, but their interest is mainly historical.

98 m. **VILLUPURAM** Sta. R. and D.B. Junction. N.W. to Vellore and Tirupati, E. to Pondicherry (24 m.).

[**PONDICHERRY** Sta.

Hotels. Magrés H.* There is a second hotel kept by a Parsee, and a D.B.

Bank. Banque de L'Indo-Chine.

Pondicherry is the capital of the French possessions in India, and a delightful spot to visit if a person wants a change. Everything is a great contrast to most other Indian towns. "The convent schools with their long 'crocodiles' of girls wending their way on the parade, the boys with their French blouses and socks, and the Tamil coolies jabbering French in the streets, are all novelties infrequently met with in the East." The town is compact and easy to see. The European quarter is clean and well removed from the bazaars. Everyone goes about in the "pousse pousse," a sort of double perambulator with four wheels and a hood, the charge for which is 4 annas an hour. The climate in the cold weather is delightful, and, even in the hot weather, a cool sea-breeze keeps the temperature down. Jutting out into the sea is a charming little pier, at the entrance of which stand eight pillars from Gingi arranged in a semi-

circle, while a statue of the unfortunate Dupleix is to the W. of the jetty. Steamers call every two or three days, on which occasions the harbour is crowded with native boats taking off or bringing back merchandise.

A truly "Continental" town is Pondicherry, with its HOTEL DE VILLE, LE COUR D'APPEL, LE COLLEGE CALVE SOUPRAYA CHETTIYAR, its two Cathedrals—namely, DE LA VILLE NOIRE, and DE NOTRE DAME DES ANGES—and last, but not least, its BOULEVARD.

"The Pondy Army is most imposing. It is said to be nearly 150 strong, one-third of which is band! This last has a picturesque uniform, plays twice a week on the Plâce, and practises most of the day."

Altogether, for one who wants a change, few places are likely to give greater relaxation for a short while than Pondicherry. For the main facts regarding the spot the editor is indebted to an article in the "Indian Daily Telegraph" (Lucknow).

125 m. **CUDDALORE** (New Town) Sta.

127 m. **CUDDALORE** (Old Town) Sta. R. Of little interest to the general tourist. The Church with its old tombs and "The Cuddalore Obituary" is worth seeing. The D.B., the public offices, and *Fort St. David* are more easily reached from New Town Station.

144 m. **PORTO NOVO** Sta. The place is famous for Sir Eyre Coote's victory over Hyder Ali in 1781.

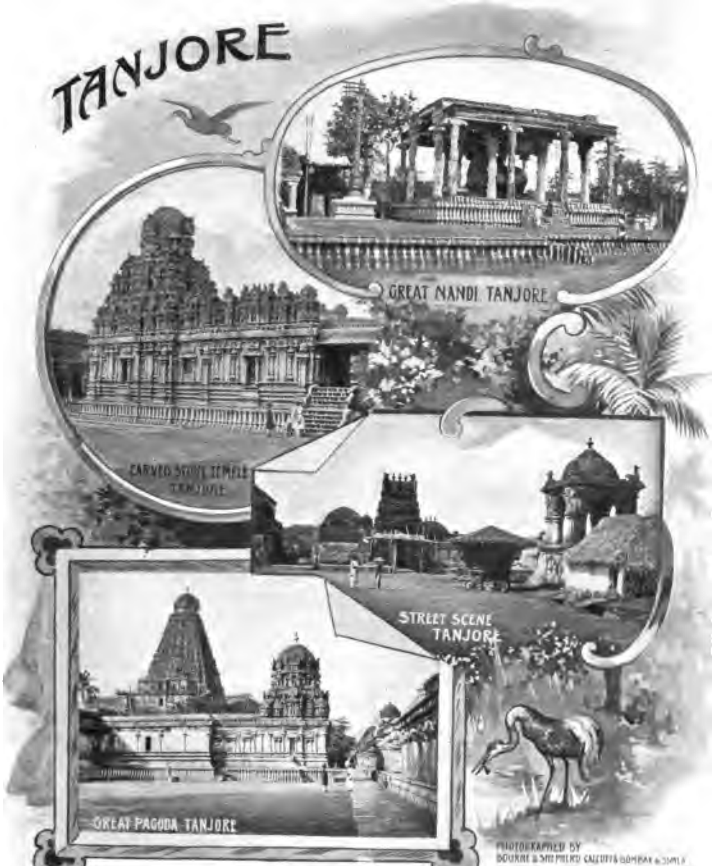
151 m. **CHIDAMBARAM** Sta. D.B. Famous for its pagodas. The chief one, dedicated to Shiva, is said to have been rebuilt by Hiranya Varna Chakravati, after being miraculously cured of leprosy by bathing in the tank. The god is known here as Natesa (god of dancing). Vira Chola Raja, being privileged to behold Shiva dancing with his wife Parbati on the beach, raised the *Kanak Sabha* (Golden Shrine) to his honour.

The outer wall of the enclosure from N. to S. is 600 yards; E. and W. it runs nearly 500 yards. The tank is in the centre, and N., S., E. and W. are four lofty gopuras.

Close to the tank is the "Hall of 1,000 Pillars."

The *Temple of Parbati* possesses a very beautiful porch, as is also the enclosure in which the building stands.

Adjoining this, in an enclosure 305ft. long by 250ft. wide, is a temple to *Subrahmanya*, with the figures of two elephants and a peacock in the front. Besides this there are smaller temples to *Subrahmanya* and *Ganesh* and various mandapams.


TANJORE
GREAT NANDI TANJORE
CARVED STONE TEMPLE
TANJORE
STREET SCENE
TANJORE
GREAT PAGODA TANJORE
PHOTOGRAPHED BY
BOURNE & SHEPHERD CALCUTTA BOMBAY & SIMLA

193 m. **KUMBHAKONAM** Sta. R. and D.B. There is a large pagoda here dedicated to Vishnu, the great gopura of which has twelve stories and is nearly 160ft. high. The *Mahamaham Tank*, a little to the S.E., has the reputation of receiving water from the Ganges once in twelve years.

217 m. **TANJORE** Sta. R. and D.B. Junction for Negapatam and Ramaswaram.

Tanjore stands at the head of the delta of the Cauvery, and is of considerable interest, both historical and architectural. On the death of the last Raja in 1855 the town lapsed to the English. It was here that the early Protestant missions commenced their labours. The famous missionary Schwartz founded his mission here, nearly one hundred and thirty years ago. His death, with an outline of his career, is finely represented by a sculptured group in white marble, by Flaxman, opposite the altar in Schwartz's Church in the Little Fort. Here, too, is one of the main centres of the R.C. missions.

The *Palace of the Princess of Tanjore*, in the Great Fort, is a great pile of masonry, and, as Fergusson remarks, is a curious and tasteless jumble. The ditch, 100ft. wide, is crossed by a bridge. In the third quadrangle is an eight-storied building, like a gopura, which was once an armoury. In the Telugu Durbar-room is a platform of black granite, on which stands a statue, by Flaxman, of Sharfoji, the last raja but one, who was a pupil of Schwartz. The library contains a magnificent collection of Sanscrit MSS., practically unique so far as it goes.

The *Great Temple* of Tanjore is not only one of the oldest, but is the best specimen of this style of architecture peculiar to S. India, for, though it has been repaired and restored at various times, the original design has been adhered to with but little alteration. The base of the temple measures 82ft. each way, and the tower of 14 stories rises to 208ft. At the top is a granite dome, said to have been rolled there along an inclined plane 5 miles in length. The sculptures in the gopuras are all dedicated to Vishnu, but everything within is Sivite. As Fergusson remarks, it probably dates, as a Vishnu temple, from the tenth or eleventh century, but was much later thoroughly repaired and converted to the worship of Siva. Half-way between the great temple and the entrance is the famous black Nandi, 16ft. long and 12ft. high. It is under a pillared pavilion, and from its daily anointing with oil shines like bronze.

N. of the great tower is the Shrine of Subrahmanya, or Kartikkeya. The water which is poured over the idol is drunk by the pilgrims as an act of purification.

326 m. **DHARWAR** Sta. D.B. Headquarters of the S. Mahratta Rly.

To the N. of the town is the *Fort*, which only possesses some slight historical interest. To the S.W. of the Fort is the *Cemetery*, and 2 m. to the N.W. are the old *cantonments*.

The *Church of the Basle* (*German*) *Mission*, built sixty years ago, is 1 m. S. of the D.B.

338 m. **HUBLI** Sta. R. Junction for Gadag, Bellary, Guntakal, Bezwada on the E., and Bangalore on the S.

419 m. **HARIHAR** Sta. R. There is a fine bridge here over the Tungabhadra.

499 m. **BIRUR** Sta. Junction. A branch line now runs from here to *Shimoga*. Shimoga is the best starting point for the *Gersoppa Falls*, distant 60 m. by a good road.

516 m. **BANAVARA** Sta. Station for *Jamgal*, *Hullabid* and *Belur* ruins and temples.

[**JAMGAL**, 12 m. S.W. by road. There is a highly ornamented temple, built of pot-stone and dedicated to Narsinga.

HULLABID is about 8 m. from Jamgal. There are numerous old ruins here, of which two temples, the *Ketaresvara* and the *Hoysaleshwara*, are specially worthy of attention.

Ketaresvara was, before it fell into decay, probably the best specimen of Indian art to be found. It is covered with most beautiful sculpture. A tree having been allowed to take root in the tower, has hastened the destruction of this gem. Many of the figures thus endangered have already been removed to the Museum at Bangalore. The porch is now a ruin covered with creepers.

The *Hoysaleshwara* (Lord of the Hoysalas) is much the larger of the two. The temple, which is roughly 200ft. square, stands on the centre of a high terrace. One half of the temple is sacred to Shiva, and the other to Parbati, and before each is a pavilion containing a Nandi, or sacred bull.

The carving of the friezes is most wonderful, and the visitor who is particularly interested should study what Fergusson has to say on the matter.

At the further end of the village are some Jain Bastis of great beauty which are well worth a visit.

10 m. further on is **BELUR,** a place of great sanctity, on the right bank of the Yagache.

Here is the famous temple of *Chenna Kesava*, built and endowed nine hundred years ago by one of the Hoysala

rulers, on his secession from the Jain to the Hindu religion. The carving is very beautiful, both in design and finish, and is the work of the great sculptor, Jakanácharjya.

The Dak Bungalow is near the station E. of the Little Fort. Near Schwartz's Church is the Shivaganga Tank, adjoining which is the People's Park.

[48 m. **NEGAPATAM** Sta. R. An important port. The South Indian Railway have their workshops here, and the B.I.S.N. Co. run a weekly service of steamers to Colombo, *viâ* Palk Strait and Paumben.

Bank. Bk. of Madras.

N.B.—This is the most convenient place for visiting the sacred island of Ramaswaram, opposite Paumben in the Palk Strait.

The railway from Madura to Muntapam (Paumben), just opposite Ramaswaram, is now practically completed. Tourists desiring to visit this famous temple had better make enquiries regarding this new route.

RAMASWARAM, a low sandy island in the Palk Strait, is one of the most sacred spots in India. The Lingam is said to have been placed here by Rama himself, and the whole place is full of traditions concerning the god who came here on his journey to Ceylon to rescue his wife Sita from the demon Ravana. The visitor to the *Great Temple* passes through a great gateway, 100ft. high, into an enclosure, roughly 1,000ft. by 650ft. In this enclosure stands the temple, of which, as Fergusson says, if it were proposed to select one which should exhibit all the beauties of the Dravidian style in their perfection, and, at the same time, exemplify all its characteristic defects of design, the choice would undoubtedly fall upon the one under discussion. "In no other temple has the same amount of patient industry been exhibited as here; and in none, unfortunately, has that labour been so thrown away for want of a design appropriate to its display."

The corridors, which extend to a total length of nearly 4,000ft., constitute the chief glory. Each pier or pillar is compound and elaborately ornamented.

The temple derives an income, equal in English to £4,500 per annum, realized from the revenues of 57 villages, granted by former Rajas of Ramnad, who, by virtue of their control of the passage from the island to the mainland, hold the title of Setupati (Lord of the Causeway).

248 m. **TRICHINOPOLY** Junction Sta. R. A branch line runs from here to *Erode*, 3 m. along which is the *Fort* Station.

The *Rock* is to the N. of the town. On the S. side one enters a passage, the sides of which are ornamented by

elephants and pillars, the latter with capitals carved to resemble the mythological lion. Above is an ornamented frieze. A stone staircase, partly covered in, leads to the top, where there is a Sivite temple and a silver-plated Nandi.

N. of the Fort flows the Cauvery, and in the distance is the island of Seringham, with its two temples, *Sri Rangam* and *Jambukeshwar*, hidden amongst the trees. In the horizon are the *Malai Hills*. To the W. lies the old cantonment of *Woriur*.

A bridge crosses the Cauvery to Seringham. The *Great Temple* is about a mile N.W. of the bridge. The visitor enters through the great gateway on the S., and thence through a long passage, some of the stones of which are of vast size. In the outer enclosure, rather more than 900 yards long by 800 yards broad, there is a bazaar. Within a second wall, some 20ft. high, are the quarters of the attendant Brahmans.

On the E. are two large gopuras, three somewhat smaller on the S., and two smaller still on the W. All the ceilings of the gopuras are decorated with paintings of the various incarnations of Vishnu. From the Trichinopoly side the visitor traverses a mandapam to a gopura, whence he passes on to a second mandapam followed by two more gopuras. The temple proper is enclosed by a wall. None but Hindus are allowed to enter the vimanah.

As with many of these S. Indian temples there is a "*Hall of 1,000 Pillars*." Whether originally there were so many or not, nothing like that number now exist. On the N. is the great gopura, 152ft. high.

The temple possesses some very fine jewels which are worth looking at.

The *Temple of Jambukeshwar*, as Shiva is here called, is rather more than a mile from that of Sri Rangam. It has three courts, and architecturally is an improvement on the larger and more modern temple. The visitor enters under a gopura, the ceiling of which is adorned with paintings of the lotus. A double-storied corridor, supported by pillars, runs round three sides of the temple, and, within an inner court, is a *Teppa Kulam* (a tank having a small shrine or pavilion in the centre). Passing through a second gopura the tourist comes to a third, forming part of the wall enclosing the adytum. A fine corridor leads thence to the vimanah. The temple, though now much neglected, is really of considerable beauty and interest, and is well worth visiting.

Visitors staying in Trichinopoly should, if time permits, make an excursion to see the Anikuts, or dams, of the

Cauvery, and to examine the engineering works in connection with irrigation.

The town is the centre of several industries, tobacco, weaving, and goldsmith's work being especially noted.

The Jesuits and the S.P.G. have Colleges here, and in the bath at the Judge's Court can be seen a tablet marking the spot where Bishop Heber died.

There is sleeping accommodation to be obtained at the railway station, and there is a D.B.

Bank. Woriur Commercial Bk.

306 m. **DINDIGUL** Sta. R. The rock on which the old and very interesting fort is situated can be seen from the railway. Dindigul and Woriur are great centres of cigar-making.

319 m. **AMMAYANAYAKANUR** Sta. This is the station for Kodaikanal (48 m.) and the Palni Hills. The railway will, it is hoped, soon be completed, but, in the meanwhile, arrangements must be made beforehand for conveyances.

344 m. **MADURA** Sta. R. D.B. Sleeping accommodation to be had at the station.

Madura was the old capital of the Pandyan Kings, and stands on the Vaigai River.

The *Great Temple* is situated about a mile to the W. of the station. Its dimensions are 282 yards by 243 yards, and round it are nine gopuras. Half the temple is dedicated to *Sundareshwar* (Siva), that on the E. to *Parbati* (here known as *Minakshi*, or the goddess with the fishes' eyes). Passing through the gateway of Minakshi's temple, the visitor finds himself in the *Hall of the Lakshmis*, a painted corridor about 10 yards in length, so named from eight statues of that goddess, which support the roof. On the right of the gateway is a statue of Siva's son, Karttikeya, the Hindu Mars. On the left is Ganesh. A second corridor, lined with pillars, is known as the *Minakshi Nayakka mandapam.*

Much of the carving of this temple, the better portions of which at all events were built by the famous rajah Tirumala Nayak, early in the seventeenth century, is very fine indeed.

In a quadrangle is a Teppa Kulam known as the "*Tank of the Golden Lilies.*" An arcade runs round the tank, the walls of the N. and E. being covered with paintings of celebrated pagodas. The corridor is further adorned with six Yali, or conventional lions, and between them, stand the five Pandu brothers, Yudhishthir, Arjuna (with a bow), Sahadeva, Nakula, and Bhima (with a club). Opposite this last, on the left, is the shrine of the goddess.

From Minakshi's Temple, the visitor passes into that of *Sundareshwar*. On the S., by a flight of eight steps, he ascends into the *Temple of the Rishis*, full of various gods and saints. In some chambers to the S.E. are kept the golden vahanas, or vehicles of Sundareshwar and his consort.

The visitor should now examine the "Hall of 1,000 Pillars." They are only just short of this number. The sculpture in this hall is most elaborate, and is finer perhaps than anything of a similar nature.

Tirumala's Choultrie is E. of the pagoda. The roof is supported by four rows of pillars, and, on either side of the central corridor, stand five pillars representing members of the Nayakkan dynasty. Tirumala has a canopy over him. The Choultrie was erected by the monarch whose name it bears in the first half of the seventeenth century in honour of Siva, who was supposed to pay him an annual ten days' visit.

Tirumala's Palace is about 1½ m. W. of the station. It is now used for public offices. Passing under the *Napier Gateway* (so named after Lord Napier, who had the palace restored), the visitor enters a quadrangle having a corridor on three sides. On the W. side is a lofty hall. The throne-room is in the *Grand Dome*. Outside the dome run the galleries, whence the court ladies watched the State ceremonies.

The Collector's house, called the *Tamkam*, was built by the same ruler as a theatre for the fights between wild animals, etc. The *Church* is S.W. of the Great Temple.

The railway line from *Madura* to *Paumben* [Palk Straits] (for *Ramasvaram*) will probably be soon completed.

425 m. **MANIYACHI** Sta. Junction for *Tuticorin* [18 m.].

[TUTICORIN, D.B., is a municipality of nearly 30,000 inhab., and is the terminus of the S.I.R. A steamer plies daily to Colombo in connection with the trains.

Tuticorin does a considerable export trade in coffee, cotton, corn and cattle, and was celebrated for its pearls, the diving for which is still carried on at regular intervals under Government supervision.

The *S.P.G.* have a mission-station here, and there is a branch of the *Bank of Madras*.

Hotel. British India H.]

443 m. **TINNEVELLY** Sta. This is the railway terminus. The town is on the left bank of the Tambrapurni River, over which is a fine bridge connecting it with *Palamcotta*. There is a fine temple at Tinnevelly, which, like that at Madura, has one-half dedicated to Shiva and the other half to Parbati.

VIEWS OF OOTACAMUND

PHOTOGRAPHED BY
BOURNE & SHEPHERD BOMBAY CALCUTTA & SIMLA

Palamcotta, about 3½ m. to the E., is the headquarters of the administrative officials.

The S.P.G., the C.M.S. and the R.C. missionaries have large and flourishing stations in these two places. The district contains perhaps more Christians than any other in India, and it was here that St. Francis Xavier commenced his labours.

38 m. by road N.W. of Tinnevelly is *Kutallam*. There are some fine waterfalls here, and the place is much frequented by Europeans, as it possesses a good climate compared with that of neighbouring districts.

Another fine waterfall is at *Papanasham*, 29 m. from Palamcotta.

SECTION V.

MADRAS TO OOTACAMUND,

viâ Jalarpet Jn. (for Bangalore), Salem (for Yercaud), Erode Jn. (for Trichinopoly), Podanur Jn. (for Calicut), Mettupalaiyam.

MADRAS (p. 40).

132 m. **JALARPET** Sta. R. Junction W. for Bangalore.

207 m. **SALEM** Sta. For Yercaud.

[Those desiring to visit *Yercaud* (Shevaroy Hills) should write beforehand to the Manager, Yercaud Hotel, who will arrange for a tonga to take them to the foot of the hills (7 m.). The remaining 6 m. can be covered in a palki, or on foot. Yercaud, for those of quiet tastes, is one of the most charming hill-stations in India.]

243 m. **ERODE** Sta. R. Junction. Metre-gauge runs S.E. to Trichinopoly.

302 m. **PODANUR** Sta. R. Junction. Here the visitor for *Ootacamund* changes to a branch, the main line continuing to *Calicut*.

[112 m. **CALICUT.** A small cantonment and a civil station. It is the port of the Wynaad, a most lovely elevated plateau, through which those who can afford the time should make a camping tour.

Calicut is of considerable historical interest. Vasco de Gama landed here in 1498. Albuquerque burnt the place twelve years later, and, until 1616, when an English factory was built, practically monopolised the trade. At different periods this luckless place was harried by the notorious Captain Kidd, Hyder Ali and Tippoo Sultan, but in 1792 it came into the possession of the English, since when it has

had peace, and has in a great measure recovered its prosperity.

Calicut was until recently the terminus of the S.W. branch of the Madras Railway, but the line now extends as far as *Wuddakarai*, and will shortly be carried to Cannanore.

Hotels. Empress H., Esplanade H., and a D.B.]

305 m. **COIMBATORE** Sta. (1,480ft.) The only thing of special interest to the sightseer is the *Pagoda of Perur*, a description of which is to be found in Fergusson's History of Architecture.

327 m. **METTUPALAIYAM** Sta. R. This was, until lately, the terminus for the Nilgiri hill-stations. Now a small-gauge mountain railway runs 20 m. up the hill to *Coonoor*.

COONOOR Sta. (6,100ft.). R. This is the present terminus of the Nilgiri Railway. From here to Ootacamund it is 12 m. by tonga. Tongas and carts for luggage are provided by the railway authorities for those who have booked straight through to Ootacamund.

Club. Coonoor C.

Hotels. Glenview H., Gray's H., Hill Grove H.

Below the public garden known as *Sim's Park* is the *Wellington Race-course*. From Coonoor Post Office to *Wellington Barracks* is about 3 m. An excursion should be made by those who have time to the *Katherine Fall*, about 7 m. The waterfall is about 300ft. in height, where it plunges into a deep ravine, and the view is most beautiful.

Another excursion is to the *Hulikal Drug*, or Tiger-rock Fort, a hill just short of 8,600ft., which stands on the left coming up from Mettupalaiyam. The expedition means a long and tiring day, but the view from the top is well worth the toil.

OOTACAMUND, the Queen of hill-stations, is 9 m. from *Wellington Barracks* and 12 m. from *Coonoor*. The scenery on the road is magnificent.

Hotels and Boarding Houses. Sylk's H., Longwood H., Excelsior, Alta Chambers, Shoreham, Bishopsdown.

Clubs. Ootacamund C., New C.

Bank. Bank of Madras.

The station of Ootacamund lies in a high valley surrounded by hills, of which *Dodabeta* (8,622ft.) on the E. is the highest. One of the features of Ooty is the *Lake*, 1½m. long, running E. and W., and 7,220ft. above the level of the sea. On the S. side, towards its E. end, is *St. Thomas's Church*. The *Post Office*, *Municipal Office*, *Library* and *St. Stephen's Church* are all near one another to the N.E. of the Lake, and, in the same locality, are the principal European shops.

The *Lawrence Asylum* (school for boys), a fine building beautifully situated, is about 5 m. S. of the Post Office.

Close to *Government House* are the *Botanical Gardens*, which form a charming series of terraces rising one above the other. N.W. are the Government *Cinchona plantations*, while to the S.W. towers Dodabeta.

Fine views are to be obtained from the top of the ridge. Westward lies Ootacamund, with *Elk Hill* (8,090ft.) and *Chinna Dodabeta* (7,849ft.) rather more to the S. Farther to the W. and S. of the Lake is *Cairn Hill* (7,582ft.), while to the N. of that body of water is *Club Hill* (8,330ft.), and further N. again *Snowdon* (8,299ft.).

To the E. lies the *Orange Valley* and the *Moyar Valley*, otherwise known as "the Mysore Ditch," while, in the distance, are the *Gajalhatti Pass* and *Kotagiri*.

There are numerous drives and walks around Ooty, far more than are to be found at most Indian hill-stations. Those who wish to see the *Phins*, or *Stone-circles* of the Todas, should make an outing to *Karoni Hill*, 3 m. S. of the station.

Murkurti Peak (8,402ft.), a spot held sacred by the Todas (the aboriginal hill tribe), is in the midst of the *Kundas* mountains. It is 20 m. due W. of Ooty, of which only 8 m. can be covered in a carriage. From the source of the *Pykara* River, which is near the peak, to the top is about 1½ m. From this point in fine weather a magnificent view is to be seen. On the W. side of the mountain the visitor gazes down a terrific precipice. Around are other grand peaks, of which *Kundah* (8,350ft.) and *Avalanche Hill* (8,500ft.) are the two highest. The party must take their own provisions.

Other places worth visiting are the *Ranga-Swami Temple*, the fort of *Gagana Chukki*, and the waterfalls at *Sigur Ghat* and *U-Yal-Hatti*. In the midst of the *Kundas* is a far finer fall, but it is much more difficult to get at.

SECTION VI.

MADRAS TO BANGALORE AND MYSORE,

viâ Arkonam Junction (for Chingleput), Katpadi Jn. (for Vellore), Jalarpet Jn. (for Ootacamund), Bowringpet Jn. (for Kolar Gold Fields), Bangalore, Maddur (for Cauvery Falls), Seringapatam.

MADRAS.

42 m. **ARKONAM** Sta. Junction S. for Chingleput and S. India; N. for Bombay.

65 m. **ARCOT** Sta. Arcot is chiefly interesting on account of its famous capture and defence by Clive in 1751. The town itself is some four or five miles from the station, situated on the S. bank of the Palar river. Almost midway between is Ranipet, the European quarter. Portions of the old ramparts of Arcot remain, and if the visitor follows these for about 400 yards along the river bank, he will arrive at the "Delhi" Gate, above which is a chamber known as "Clive's" room. Beyond this, a few tombs and mosques and the Palace of the Nawabs of the Carnatic, there is little to detain the tourist. For those who take an interest in the history of the struggle between the French and English in the 18th century, the following brief *résumé* is here given.

The Carnatic pratically included all India south of Hyderabad; except Mysore and Travancore. On the death of the then Nawab, the English supported the claims of his son, Mohammed Ali, while Dupleix espoused the cause of a distant relative, Chunder Sahib. About the same time the Nizam of Hyderabad died, and the French sided with his grandson in his claim to the throne. "By a clever stroke Dupleix brought his Nizam and the Nawab to unite together against the English and their *protégé*. Mohammed Ali was driven out of his capital at Arcot and closely besieged in the town of Trichinopoly. . . . The French and their Asiatic allies were investing Trichinopoly when Robert Clive saved the East India Company from ruin. Arcot was open to attack, as nearly all the garrison had gone to Trichinopoly. Captain Clive hurried with a small force to Arcot and took the city by surprise. The French were thunderstruck at the loss of the capital, and compelled to raise the siege of Trichinopoly. The English were now triumphant in their turn. They enthroned Mohammed Ali at Arcot, while the Nawab set up by the French perished miserably" (Talboys Wheeler). There is little doubt that, had Clive not proved the "man of the hour," Trichinopoly would have fallen, Mohammed Ali would have been killed, the British would have lost all their S. Indian possessions, and the French would have been masters of the peninsula.

80 m. **KATPADI** Sta. Junction for *Vellore* and *Villupuram*. Those who wish to see Vellore will find it conveniently included in the Madras to Bangalore trip.

[*Vellore* is on the S. bank of the Palar River. The chief thing to see is the *Pagoda*, dedicated to Shiva, as Jalagandar Ishwara, "the god living in the waters." The door under the great gopura is a massive arch of wood, studded with iron lotus-flowers. The gopura is 100ft. high, and contains seven stories, and it is possible to climb to the

top. Passing through, the visitor will see on his left the beautifully-carved stone building, known as the *Kalyan Mandapam*. Leading up to it are steps, with carved pillars on either side. In the portico are numerous elegantly-carved pillars and a beautiful ceiling. Round the enclosure runs a corridor, supported by ninety-one carved pillars, while at each corner there is a mandapam, less elaborately decorated, however, than the one just mentioned.

The Fort, over 800 years old, with the tombs of the family of Tippoo Sultan, are of some interest, but there is little to detain the mere tourist.]

176 m. **BOWRINGPET** Junction. Hence to the *Kolar Gold Mines* by the Kolar Gold Fields State Railway.

216 m. **BANGALORE CANTONMENT** Sta. R.

219 m. **BANGALORE CITY** Sta. Junction. N. to Guntakal, Poona and Bombay; N.W. to Hubli Jn.; S.W. to Mysore.

Hotels. Cubbon H.,* West End H., Albert Victor H., Belle Vue H.

Club. United Service C.

Banks. B. of Madras, Bangalore B., Bangalore Cantonment Savings B.

Chemists. McMorris and Co., Riggs and Co., West and Co.

Apart from being one of the largest military cantonments in India, Bangalore possesses a most delightful climate, and numbers of retired civil and military officers have settled down here to pass the remainder of their lives. Bangalore is situated in a small portion of Mysore that was reserved by the British Government when that State was restored to its native rulers in 1881. Though a delightful place socially, there is nothing of much interest to detain the tourist.

265 m. **MADDUR** Sta. For the Cauvery Falls. The road leads in a S. direction to *Malvalli* (17 m.), where there is a D.B. The old town was destroyed by Tippoo after his defeat here by the British. 12 m. to the S.W. is *Somnathpur*, containing the fine temple of *Prasanna Chenna Kesava.*

The *Falls of the Cauvery* are at the island of *Sivasamudram.* "The Sea of Siva," 12½ m. from Malvalli. During the dry season the river divides into numerous separate falls, but, in the rains, which is the best time to visit the place, an unbroken sheet of water ¾ m. in breadth shoots down with a thunderous roar.

296 m. **SERINGAPATAM** Sta. Being without a D.B.

and very feverish, visitors who desire to see Seringapatam are advised to drive over from Mysore. *Vide* below.

305 m. **MYSORE** Sta. D.B. *Hotels:* Gordon H., Royal H. *Club:* Mysore C. The city stands at the base of *Chamundi*, a hill 3,500ft. high, on the top of which is a temple. As late as the time of Hyder Ali it was the scene of human sacrifices. On the way up will be seen an immense carving of Nandi, the sacred bull of Siva, hewn out of the rock.

The *Fort*, which is in the S. quarter, is a quadrangular structure, surrounded by a ditch, and with gates on the N., S. and W. It contains the Palace. In the Sejje or Dasera Hall is the throne—concerning which are many legends—said to have been presented to the Raja of Mysore by Aurangzeb. The room known as the *Amba Vilasa* has a floor of beautiful white chunam, the doors are overlaid with silver and ivory work, and round it are hung various portraits.

The great Duke of Wellington is said to have once occupied the *District Civil Office.*

From 1831 to 1881 the supreme Government administered the State, but it is now once more under its native rulers.

12 m. S. of Mysore is *Nanjangud*, where there is a very sacred temple.

[*Seringapatam.* Owing to the unhealthiness of the locality, it is better not to spend the night at this place, but to drive over from Mysore, taking one's own provisions.

In Seringapatam is a very ancient temple, dedicated to *Vishnu Shri Ranga*, from which the town takes its name. It is said the Gautama Rishi worshipped here.

The *Fort* stands on an island in the Cauvery River, and in shape is an irregular pentagon. The buildings form an unsightly mass. Within its enclosure are the remains of Tippoo's Palace.

Just outside the Fort is Tippoo's *Summer Palace*, the *Darya Daulat Bagh.* On the W. wall is a representation of Colonel Baillie's defeat by Hyder near Conjeveram (1780). Next to the *Darya Daulat* is *Ganjam*, a suburb of Seringapatam, and beyond it is the *Lal Bagh*, containing the handsome mausoleum of Tippoo and Hyder Ali. In the garden there is also a memorial to Colonel Baillie, who died, a prisoner in Tippoo's hands, in 1782. Near the road on the way will be seen memorials to those of the 12th and 74th Regiments who fell in 1799.

The interest of Seringapatam is mainly historical, and, being an unhealthy place, is hardly worth a visit.]

INDIAN BLACK BUCK [Antelope cervicapra].
INDIAN MUNGOOSE [Herpestes mungo].

SECTION VII.

HUBLI TO BEZWADA,

viâ Gadag Jn. (for Lakkundi), Hospet (for Vijayanagar and Hampi), Bellary, Guntakal Jn.

HUBLI Sta. R. Junction. W. line goes to Londa Jn. (for Goa and Bombay), S.E. to Bangalore, E. to

36 m. **GADAG** Sta. R. D.B. Junction for Hotgi (G.I.P.), *viâ* Bijapur.

The *Temple of Trimbakeshwar* (Lord of the three peaks), dating from at least the middle of the eleventh century—though from other inscriptions, portions are probably between 300 to 400 years older—stands in the S. of the town. The sculpture and carving of this temple are very fine. Behind, and in the right-hand part of the enclosure, is a shrine to *Saraswati*. Some of the pillars of the porch of this temple are carved with a delicacy and beauty, both in design and finish, that is probably unsurpassed.

A temple to *Vishnu*, having a lofty four-storied gopura at the entrance, is in the N.W. quarter. The handsomely carved door opens into the court in which stands the temple, a very plain structure. About 300 yards to the S.W. is the temple of *Kali Dev* with some good carving. A small Jain shrine stands about 25 yards S. of this again.

[**LAKKUNDI,** 8 m. from *Gadag*, but only about 4 m. from the little station of *Harlapur*, contains many ancient shrines. The best is the *Temple of Kashi Vishwanath*, of finely-carved granite, but much ruined. Another to *Siva*, in his capacity as Nandeshwar, "Lord of Nandi" (the sacred bull), stands on the further side of the road. Other temples are those of *Basava*, near a tank, *Mallikarjuna*, and *Ishwara* (very finely carved). A shaded path leads from this last to a pretty stone "baoli" (well), on either side of the steps of which is a splendidly sculptured elephant, said to be the work of the great sculptor Jakanacharya, who also is responsible for much of the carving of the temples of *Ishwara* and *Manikeshwar*, which stands on the side of a tank about 200 yards away.

Visitors should also notice the old *Mandirs* near the W. entrance of the town.

89 m. **HOSPET** Sta. R. D.B. Alight for Bijanagar (Vijayanagar) and Hampi.

[The wonderful ruins of **VIJAYANAGAR** lie chiefly between *Kamalapur* and *Hampi*. S. of the *Tumboodra* River. There is a D.B. at Kamalapur. 7 m. from Hospet.

"The Hindu kingdom of Vijayanagar in the Deccan was founded like the Bahmani kingdom in the reign of Muhammad Tughlak about 1336 A.D." . . . It "was finally destroyed by a combination of the Muhammadan Kings of Bíjápur, Ahmadnagar, Goldkondah, and Bidár in the great battle of Talikot on the Krishna, A.D. 1565. The aged King of Vijayanagar, named Rám Rájá, was slaughtered in cold blood by the allies, who behaved with great cruelty after the battle. The brother of Rám Rájá established himself at Chandragiri, seventy miles north-west of Madras, and in 1640 A.D. made a grant to the English of the site of the city of Madras" (Lethbridge's Hist. of India).

The impression left on the mind from a visit to Hampi is the immenseness of the number and extent of the ruins—the walls of the city are said to have been 24 m. in circumference—and the marvellousness of the carving which covers every structure with most minute detail. No one should visit these remains without reading "A Forgotten Empire," by Sewell.

Following the road from the Kamalapur D.B. (once an old temple) towards Hampi, the visitor will soon pass on his left the *King's Bath*. Rather less than a mile further on are the *King's Sleeping Palace*, *Elephant Stables*, *Treasury*, and a structure of granite platforms, known as the *Throne*, the sides of which are finely carved. Some temples are passed on the road to the left, and one with particularly handsome carving stands just N. of the buildings mentioned.

Of what is said to be the oldest temple in the place little now remains standing, except two gopuras, but, when intact, it must have been of considerable size. The so-called *Kasbin Bazaar* is a wide street with a stone arcade on either side, and some little way from this on the river bank is a temple dedicated to Rama. Continuing along the road, which runs by the river, the visitor comes to an *old monastery*, which was not finally deserted until the middle of the last century. Just beyond the monastery are the remains of an ancient stone bridge, built without the use of mortar, and what appears to be an old granite weighing machine is also interesting. In an enclosure, with four low gopuras, stand three granite temples known as the *Sugriva*, *Tara*, and *Wali* (Tara's husband).

Close by one of the temples is a stone car, the wheels of which can be moved, though it is doubtful if it were ever actually used.

Leaving the temples, a move is made to the banks of the river opposite *Anagundi* (the later seat of the Vijayanagar

kings), where the visitor will be ferried across. On reaching the other side a small *temple to Ganesh* under a tree will be seen, close to which is the *Gate of Anagundi*. The *palace* of the Rajah of Anagundi is about 600 yards from the gate.

Another day should be allowed to visit the ruins of *Hampi*. Rather less than a mile beyond the King's Sleeping Palace, and to the N.W., an ancient *Temple to Siva* is reached, beyond which, within an enclosure, stands an enormous representation of the *Narsing Avatar* seated, canopied by a well-carved *Shesh Nag*. Close to this enclosure is a temple containing probably the largest Lingam in India.

Close, too, is the great *Temple of Krishna*, surrounded by a granite wall, on the columns of the gopura are Kanarese and Nagri inscriptions. Some 50 yards W. is a *Temple to Ganesh* with a huge image of the god within, and a little further on a second, in which the idol is 18ft. high.

Entering Hampi, the tourist traverses a granite pavement cut into numerous steps. On the left is what was probably an *old monastery*.

The N. gopura of the great *Temple to Siva* is probably the largest of any in India. The Shikr at the top is now broken, but when intact the whole height cannot have been anything under 200 feet. There are two quadrangles, of which the second is the larger, and has granite arcades all round, but the priests object to Europeans passing far beyond the second gateway.

On the way back to the bungalow the Elephant Stables, Zenana, Temple to Hanumán, and a subterranean three-chambered temple can be visited, if they have not been seen already.

130 m. **BELLARY** Sta. R. D.B. Royal Hotel. A civil station, with a large military cantonment.

160 m. **GUNTAKAL** Sta. R. Junction N.W. for Raichur and Bombay; S. for Bangalore; S.E. for Madras.

203 m. **KURNOOL ROAD** Sta. For Kurnool (33 m.). Conveyances procurable at Dhone (D.B.), ½ m. distant.

314 m. **CUMBUM** Sta. R. There is here the largest artificial tank in India.

420 m. **GUNTUR** Sta. R. D.B.

436 m. **BEZWADA** Sta. R. D.B. On the Kistna Junction. N. for Calcutta; S. for Madras; N.W. for Warangal and Hyderabad.

SECTION VIII.

GADAG TO HOTGI,

viâ Badami and Bijapur.

GADAG Sta. R. D.B. Junction. W. for Hubli and Goa, E. for Bellary and Guntakal.

42 m. **BADAMI** Sta. This picturesque town (3 m. from station) is chiefly celebrated for its cave temples and ancient forts. These last are of great antiquity.

An early start should be made towards the lower fort gate on the S.W. Passing it the *Temple of Hanumân* will be seen on the left, and a steep ascent will bring the visitor to the *Temple of Mahadeo*, whence he will obtain an excellent view. Above this temple rises a perpendicular rock 90ft. high, crowned with the parapet of the fort, now deserted. A second fort crowns the S. hill, on the W. face of which are the four celebrated *Cave Temples*. These date from about the 6th century. On the front of the steps of the *first cave* are ganas, or dwarfs, and an eighteen-armed Siva on the W. side. Beyond the façade is a passage with a carved ceiling. To the right is Laksmi, on the left a four-headed Vishnu. Parbati and Nandi attend Siva on a platform to the right, while Durga, in the act of slaying Maheshasur, the buffalo-demon, is depicted on the back wall. On the right and left walls are carved Ganpati and Skanda respectively. Beyond the passage is a chamber with pillars and a carved ceiling.

The *second cave*, which faces N., is reached by steps. The *boar incarnation of Vishnu* is depicted at the E. end of the verandah. The Vamanah (dwarf) incarnation, in which an enormous Vishnu, with one foot on the earth and the other stepping over the heavens, will be seen also.

Continuing the ascent up further flights of steps the visitor will arrive at the *third cave*. Above the façade, which runs N. and S., the rock rises perpendicularly for 100ft. At the W. end of the verandah is a figure, 11ft. high, of Narsing, the fourth incarnation of Vishnu. At the E. end is Vishnu, seated beneath Sheshnag, and to the left is a representation of the boar incarnation.

The *fourth cave*, which is Jain, is small and narrow, with various figures of Buddha and the Tirthankars, etc. Another Jain cave is to be seen at the head of the lake, but is hardly worth a visit.

In the district are many more temples and caves, but they

Photographed by
BOURNE & SHEPHERD.
CALCUTTA. BOMBAY & SIMLA

are of interest only to antiquarians, and cannot be described here.

114 m. **BIJAPUR** Sta. R. D.B. in mosque attached to the *Gol Gumbaz*, ¼ m. from station. Meals should be ordered beforehand. Tongas can be obtained here.

Headquarters of the civil authorities of the district.

This city saw the rise of the 'Adil Shahi dynasty, after the decay of the Bahmani kingdom at the end of the fourteenth century. Yusuf Khan, otherwise known as 'Adil Shah, a Turk of Constantinople, was the founder of the dynasty in 1489, and the last king was Sikandar, taken prisoner by Aurangzeb in 1686.

The present city is the *Fort*, with eight gates, within the walls of which stands the citadel, containing many most interesting buildings.

Bijapur made desperate efforts to crush the upstart Sivaji, but, in 1659, when the armies of the Mahrattas and Bijapur were in close proximity, the general of the latter troops, Afzal Khan, was enticed to a conference, when his adversary, in making the customary embrace, plunged the famous "wagnakh," or tiger's claws, into his body, and despatched him with a "bichwa," or scorpion-shaped dagger. Disheartened by the murder of their leader, the Bijapur soldiers were cut to pieces or made prisoners.

Close to the railway station and the D.B. is the beautiful *Gol Gumbaz* (Round Dome), or *Gul Gumbaz* (Rose Dome). This building, which is the mausoleum of Mohammed 'Adil Shah, the 7th king, is 196ft. square, with a seven-storied tower at each corner, and stands on a great square platform, each side of which is 200 yards in length. The Gol Gumbaz is of greater diameter than any dome in the world, except the Pantheon at Rome. But this dome roofs in a larger area than the Pantheon, as in the latter instance the area is circular, while in the case of the Gol Gumbaz it is a square, the sides of which are equal to the diameter of the dome. The area, which is square on the ground level, is, at the level of the dome, brought into circular form by a system of intersecting arches peculiar to Bijapur.

The dome is also absolutely unique in the method adopted of counteracting the outward thrust by a heavy overhanging cornice inside. In front of the building is a large gateway with a music gallery. The towers can be ascended by winding staircases, and from them the visitor can pass into a broad gallery, running round the dome, with remarkable acoustic properties.

A small apse added to the main building was constructed by Sultan Mohammed as a tomb for his mother,

but was never completed. It has lately been roofed in by the P.W.D.

The actual tomb of Mohammed himself lies in the centre beneath the dome of the Gol Gumbaz. Round him lie the bodies of two wives, a daughter, grandson, and dancing girl.

An inscription over the entrance gives the date 1659.

Nearly ½ m. S.W. of the Gol Gumbaz stands the *Jumma Musjid*, commenced by 'Ali 'Adil Shah I. towards the end of the 16th century, but never completed. The central space is occupied by the great dome. The "chunam" floor of the mosque is divided into numerous "musallahs," made by Aurangzeb's order to replace the prayer carpets which he carried off.

Continuing along the road towards the citadel the traveller will pass on his left the *Mehtar Mahal*, the gateway to the *Mehtar Musjid*. It is said that Ibrahim Shah, being afflicted with an incurable disease, was advised as a last resource to bestow a large sum on the first being he saw next morning. The king's gaze, as he looked out very early, fell upon a sweeper (Mehtar), on whom he bestowed immense wealth. Not knowing what to do with it the man built this mosque.

Beyond the Mehtar Mahal is the *Arkilla* (citadel). In the S.E. corner is the *Old Mosque*, originally a Jain temple, and the oldest building in Bijapur. W. of this is the *Chini Mahal*. The *Sat Manjli* ("seven stories," of which only five remain) is surrounded by numerous water cisterns, etc. In the extreme E. of the citadel is the *Asar Mahal*, or palace of the Asar-i-Sharif ("illustrious relics," *i.e.*, hairs from Mohammed's beard). The various apartments of the palace are beautifully painted and ornamented, but the decorations were spoiled or destroyed by the Mahrattas, and the Mohammedans under Aurangzeb. N.E. of the Old Mosque is the *Makka Musjid*, a beautifully proportioned building of simple design. To the W. of it is what was probably an elephant stable, and on the S. is an old grain tower.

In the centre of the Citadel stands the *Anand Mahal*, "palace of joy," now the residence of the assistant-collector. It was built by Ibrahim II. for his harem in 1589, but was never completed.

W. of this stands what is now the *Station Church*, and the *Gagan Mahal* (heavenly palace), built by the fifth king 'Ali II., and used as a Durbar Hall. N.E. of this latter building is another old mosque. Just outside the citadel, and due S. of it stands the *Andu Musjid*. It is built with

two stories, of which the upper is the mosque proper, the lower being a hall.

N. of the Citadel is the *Tomb of 'Ali II.* The tomb itself is in the central part. Unfortunately the original design was never completed. Had it been carried out it would have been one of the finest buildings of the kind of India. S.W. of the Tomb is the *Post Office*, once the *Bokhara Mosque.*

On the left-hand side of the road leading from the citadel to the Makka Gate are the two tombs known as "*The Two Sisters.*" The octagonal one is that of Khan Muhammad (who for treachery was murdered by order of Sultan Mahomed), and of his son Khawas Khan. The other contains the remains of Abdul Razak, tutor to Khawas Khan.

Between the "Two Sisters" and the Makka Gate is the *Taj Baoli*, one of the many fine tanks which Bijapur does, or did, possess. The 'Adil Shahi kings appreciated the value of water, as the number of pools, cisterns, and subterranean and other aqueducts prove.

Scarcely ¼ m. due W. Makka and Zohrapur Gates stands a fine group of buildings known as the *Ibrahim Roza.* The mosque has a beautiful E. façade of 5 arches. The Tomb stands on a platform, with a tank and fountain separating it from the mosque. All round runs a beautiful verandah, 15ft. in breadth, the ceiling of which is beautifully carved, as are the lattice windows, with texts from the Koran. The date of the building is between 1626 and 1633 A.D. Besides Ibrahim II., Taj Sultana, his queen, and four other members of his family lie buried here. The tomb, with its dome and minarets, is one of the most chaste in design of all Bijapur buildings. It was occupied by Aurangzeb during the siege, and was consequently somewhat damaged, but has since been repaired.

One of the characteristics of Bijapur is the elaborate plaster ornamentation of many of the buildings, which was probably at one time coloured. This can best be seen in the *English Church*, which is an old gateway, with two ends closed in. The elaborate plaster ornamentation of the interior is merely a careful restoration of old work, though of course the colouring is modern. This building is well worth seeing.

For fuller descriptions of the Ibrahim Roza, the Gol Gumbaz, etc., the enquirer should consult Fergusson's various works, and, for a detailed guide to Bijapur, that by Cousens, to be bought in Bombay.

HOTGI Sta. (R.) Junction. N.W. to Bombay, E. to Wadi Junction and Hyderabad.

SECTION IX.

WADI TO BEZWADA,

viâ Hyderabad and Secunderabad.

WADI Sta. R. Junction. S. for Guntakal, N.W. for Bombay (376 m.).

115 m. **HYDERABAD** Sta. R.

Bank. Bank of Bengal.

Clubs. Hyderabad Military C., Fateh Maidan Gymkhana.

Chemists. Abid and Co., Leslie Gray and Co.

Though by no means an ancient city, and containing few, if any, buildings of more than ordinary interest, Hyderabad possesses a charm which is stronger than that of many another town possessing greater architectural or historical associations. This is due to the intensely Oriental, we might almost say barbaric, romance which seems to enshroud the capital of the Deccan. The crowded streets, with their Saracenic architecture, filled with jostling throngs of natives, many of the men wild-looking, swaggering Mohammedans of an Arab cast of countenance, carrying arms—a custom not allowed in British territory—the gaily, if somewhat tawdrily caparisoned elephants, the numerous mosques with their tall minarets, all seem to carry us back to a period in Indian history, while yet the country was altogether under its native rulers. The city stands on the banks of the Musi, which trickles by pools and shallows over its rocky bed, save when the "rains" convert it into a roaring torrent. Three bridges span the river separating the Hindu from the Mohammedan quarter. Crossing by the Afzal Ganj bridge, the visitor passes under the Afzal Ganj Gate into the main street of the city. Some little way on is the *Barahdari*, the Palace of the late Sir Salar Jung Bahadur, G.C.S.I., the grounds of which are prettily laid out. In the *Sili Khana* are many interesting specimens of old native armour. Hard by is the little *Chini Khana*, with china cemented on to the walls. About ¼ m. from the bridge the road passes under the *Machhi Kaman*, or Fish Arch, just beyond which, at a four-crossways, stands the *Char Minar*. A short way to the E. of the Char Minar is the *Mecca Musjid*, faced with six arches and four minarets. On the W. of the Char Minar is the *Nizam's Palace.*

On the 5th day of the Moharram festival the famous "Langar" procession takes place, when all the Nizam's troops march past the Palace.

The procession is in honour of Kutb-ud-din Kali Shah,

"KING-CROW" [Dicrurus ater].
SPOTTED TURTLE-DOVE [Turtur suratensis].
COMMON MYNA [Acridotheres tristis].

whose elephant, becoming "must," ran away with the potentate on his back, and kept him for three days without food or drink, when the mahouts managed to fasten the "langar," or elephant chain, on to its legs and secured it.

The *Barahdari Palace*, beyond the *Chauk*, and the *Jehan Numa Palace* are both full of various curiosities and are worth a visit.

2 m. S. of the city is the fine Mir 'Alam Tank, some 7 m. in circumference, and a popular place for boating picnics.

[*Golconda*, the capital of the Kutb Shahi Rajahs before they were overthrown by Aurangzeb, is 7 m. from the Char Minar. The *Tombs of the Kings* and the *Fort* are well worth visiting, but it is absolutely necessary to get a pass from the commander before the latter may be inspected.

A stone wall, strengthened by numerous granite bastions, encloses the place. On it are still to be seen some of the old Kutb Shahi cannon.

The chief entrance to the *Fort* is through the *Banjara Gate*, the doors of which are studded with spikes, placed there to resist the attacks of the fighting elephants.

Most of the ruins are on the S. and E. portions of the enclosure. The most important are the nine palaces of the Nizams, or the *Nau Mahal*. They stand in a garden surrounded by a high wall. On beyond the palaces are numerous ruins.

The ruins of the *Rajah's Palace* are on the summit of the hill. A stone staircase enables those who wish to ascend the roof, and from the throne, or "takt," a fine view is to be obtained of the surrounding country.

The Tombs of the Kutb Shahi Rajahs, who reigned at Golconda for 170 years, stand on the plain rather less than half a mile from the fortress.

Seven of the tombs, one of which is that of Jamshid Kuli, the second king, who died in 1550, are situated in a pleasant garden walled round by the orders of the late Sir Salar Jung, who did much to preserve the monuments from further decay. The last member of the dynasty, Abu-'l-Hassan, died a prisoner of Aurangzeb at Daulatabad, and is not buried here. The unfinished tomb in ruins, and the furthest from the Fort, is the one he had destined for himself, but was not allowed to complete.

The *Tomb of M. Raymond* (or Musa Rahim, as he is known to the natives), the French general who served under Hyder 'Ali, and who died in 1798, stands to the S.E. of the city on some high ground at *Saruv Nagar*. *Raymond's monument* is a plain granite obelisk, 25ft. high, with the letters J. R. cut on it. Even to the present day the

anniversary of this great man's death is duly honoured by a ceremony at the tomb.]

121 m. **SECUNDERABAD** Sta. (Tea and Coffee). Junction. N. for Aurungabad, Daulatabad (Ellora Caves) and Munmar (Hyderabad Valley Ry.), E. for Madras and Calcutta *viâ* Bezwada.

Hotels. Duke of Connaught H., Parade H.

Club. United Service C.

One of the greatest military stations in India, 5½ m. N. of Hyderabad. It contains nothing of interest, but is a better place to stop at than Hyderabad itself.

[3 m. N.E. of Secunderabad is *Trimalgiri*, where there is an entrenched camp, and *Bolaram*, headquarters of the *Hyderabad Contingent Force*, is 6 m. N.]

208 m. **WARANGAL** Sta. A line up the Godaveri Valley to join the G.I.P. system at Warora is under construction.

261 m. **DORNAKAL** Sta. Junction for the Yellanda Coal Field.

318 m. **BRITISH FRONTIER** Sta. R.

338 m. **BEZWADA** Sta. R. D.B. Junction S.W. to Guntakal, S. to Madras, N. to Calcutta. At Bezwada there is a span of telegraph wire (nearly 1¼ m.), the longest in the world.

Bezwada, now an important commercial centre, is situated on the left bank of the Kistna. In ancient times it was apparently a stronghold of Buddhism. There are many temples in Bezwada, but none of any great importance. The chief things of interest are the rock-cut temples and the anicut, or dam, for irrigation purposes over the Kistna.

[*Undavilli* is a village near Bezwada, where there are various interesting rock-temples and ruins. It is on the further side of the Kistna, and between one and two miles up stream. One four-storied Buddhist temple has been converted into one for Vishnu, and in the third storey will be found representations of the abduction of Sita by Ravana. Numerous figures, of which the chief is that of the Narsing Avatara on the Sheshnag, will be found at the end of the hill.

Amaravati, 17 m. by road W. of Bezwada, is worthy of a visit by antiquarians.]

CHAPTER III.

EASTERN INDIA.

Until quite recently the greater part of Eastern India, known as Orissa, was practically shut off from the rest of the peninsula from lack of communication. The terrible Orissa famine emphasized the need for reform, and at length Calcutta and Madras have been connected by a continuous railway. The scenery on the whole is not very interesting, though not so monotonous as that of the Gangetic plain. This part of India has hitherto been but little visited by the general tourist, but it is now possible to visit several interesting places with comparative ease. At Bezwada there are some curious cave temples. while the famous shrines at Puri (Jagannath), Konarak, Bhuvaneshwar, etc., and the caves of Udayagiri and Khandagiri are well worth the examination of travellers. Jajpur, an ancient Buddhist centre, is also deserving of a visit. Unfortunately travellers will find little in the way of dak bungalows, and must take their own supplies. Those that cannot "rough it" to some extent are advised to run straight through to Calcutta, but others who care for interesting sights will be well rewarded if they stop to see the places mentioned. On the beautiful Chilka Lake (Rhambha Sta.) duck shooting can be obtained in the cold weather. Sportsmen should try and obtain information from someone who knows the locality.

MADRAS TO CALCUTTA,

viâ Bezwada (Caves), Khurda Road (for Jagannath and Konarak), Bhuvaneshwar (Temples), Cuttack.

MADRAS.

85 m. **GUDDUR** Sta. Junction S.W. to Renigunta.

109 m. **NELLORE** Sta. R. Headquarters of the district, and also of numerous Christian Missions.

130 m. **BITRAGUNTA** Sta. R.

181 m. **ONGOLE** Sta. R.

267 m. **BEZWADA** Sta. R. D.B. Junction S.W. to Guntakal. N.W. to Hyderabad.

There are some interesting caves here (see Chapter II., Section VII.).

303 m. **ELLORE** Sta. R. Old capital of the N. Circars.

360 m. **RAJAHMUNDRY** Sta. R. Just N. of the Godavery. Seat of the old Orissa and Venzi Kings.

391 m. **SAMALKOT** Sta. Junction S. for Coconada.

[**COCONADA TOWN,** 8 m. *Hotel*, Victoria H. *Club*, Coconada C.]

425 m. **TUNI** Sta. R.

484 m. **WALTAIR** Sta. R. *Vizagapatam* is 2 m. distant on a short branch.

Club. Waltair C.

Bank. Bank of Madras (Vizagapatam).

522 m. **VIZIANAGRAM** Sta. R. Chief town of a very large native estate.

656 m. **BERHAMPORE** Sta. R.

686 m. **RAMBHA** Sta. for the S. end of the *Chilka Lake*. This shallow body of water—it rarely exceeds 6ft. in depth—some 40 m. long by 10 m. broad, is very beautiful. All round its shores are various species of game, while during the cold weather its surface is covered with all kinds of water-fowl.

748 m. **KHURDA ROAD** Sta. Junction for *Puri* or *Jagannath*. (Branch line 47 m.)

[**PURI,** D.B., is a town of rather more than 20,000 inhabitants, which, however, is increased by another 100,000 or more during the great festivals. The sanctity of the place is due to the rude images of Jagannath [Krishna], his brother Balabhadra, and sister Subhadra.

A very complete guide, "An Account of the Temple of Jagannath," can be obtained, post free, for 2 annas from the S.P.C.K. Press, Vepery, Madras, and should be purchased before visiting the place. Another useful little book is "The Great Temples of India, Ceylon, and Burma," from the same press, price 7½ annas.

The enclosure is 652ft. long by 644ft. broad, and the interior is protected by a wall 22ft. high. Within are numerous shrines dedicated to the various forms of the god. The great pagoda, with a conical tower 192ft. high, is the one sacred to Jagannath. Ouside the E. or "*Lion*" *Gate*, where the pilgrims chiefly congregate, is a beautiful pillar, on the top of which is a figure of *Aruna* (Dawn). A strip of the seashore, as much as may be occupied by 1,000 cows, is known as the *Swarga Dwara* (Gate of Heaven). Here the pilgrims bathe after performing their religious duties.

According to the legend, Indradyumna, a Malwa prince, hearing of a sapphire image of Vishnu at Puri, came, only to find that it had sunk beneath the sands. At the divine command he performed 1,000 horse sacrifices, at the end of which

SCAVENGER VULTURE [Neophron ginginianus].

INDIAN KITE [Milvus govinda].

SPOTTED OWLET [Athene brama].

a log of "nim" wood with the four marks of Vishnu floated to the shore. Overjoyed he ordered an image to be carved, but the hard wood resisted all the attacks of the axe. At length a very aged man begged leave to try. The court laughed, but at the first stroke chips began to fly. When Indradyumna pressed him to complete the work, he agreed on the condition that no one should break in upon his labours until twenty-one days were over. On the fifteenth day the impatient Raja broke the seal, only to find these imperfect images, and to realise that the sculptor was none other than Vishnu himself.

The *Car of Jagannath* is an immense structure, 45ft. high, on 16 wheels. Two slightly smaller cars convey the other two idols. During the Great Festival, about the end of June, these structures are drawn by men who live in the district, down the road, known as the *Baradand*, to the *Garden House*, said to be very old, but not beautiful from an architectural point of view. The *Ratnavedi*, or throne, a long stone seat on which the gods are placed, stands by the side of the temple.

There are no less than 18 festivals, of which that of the Car is the tenth. The one before is the "Bathing Festival" —the result of which always gives the unhappy deities fever —when they are removed to the *Andur Ghar*, or hospital, for a fortnight, to be cured and generally renovated (otherwise painted up).

There is a D.B. at Puri, and sometimes permission can be obtained to use the Circuit House.

[**KONARAK,** 18 m. from Puri and 2 m. from the sea, with its famous *Black Pagoda* should be visited. It is called "Black" from the deep shadow cast by it. The road lies across a grassy, shelterless plain, and an early start is therefore advised. The cost of the trip (by pony or doolie) should not exceed Rs. 16. Provisions, including water, must be taken.

The temple, a picturesque ruin dating from about 1270 A.D., stands looking out upon the Bay of Bengal. Only a single chamber, the Hall of Audience, is left, its great doorway blocked by masses of stone and covered with creepers. A pyramidal roof rises by terraces of carved granite to a lotus-crowned pinnacle. The whole building, within and without, is covered with sculptures, many of which, like those at Puri and elsewhere, are of an indecent nature.]

760 m. **BHUVANESHWAR** Sta. Once the capital of an ancient kingdom, but now of little interest, save to the antiquarian. Even now upwards of 500 shrines remain in

all stages of decay, but at one time the number is said to have reached several thousands.

The *Great Temple* is considered to be one of the finest Hindu Shrines in India.

For details of the Bhuvaneshwar temples and caves, the tourist should consult Fergusson's works, and the little book already mentioned, "The Great Temples of India, Ceylon, and Burma.".

[Visitors to Bhuvaneshwar should not omit to visit the caves of *Udayagiri* and *Khandagiri*, about 4 m. to the N.W.

On the former hill are numerous caves, of which perhaps the most interesting to the chance visitor are the *Tiger Cave*, cut to resemble the upper portion of the beast's head, the *Elephant Cave*, the *Queen's Palace*, or Rani Naur, the *Ganesh Gupha*, the *Serpent Cave*, over the entrance of which is the hood of a triple-headed cobra, and the *Caves of Hansapur*.

Khandagiri is slightly higher than Udayagiri. Most of the caves are cut in the E. side. Turning to the right as one ascends, the *Ananta Cave* will be reached. At the summit is a modern *Temple to Parasnath*. E. of the terrace is the *Akasha Ganga* tank, below which is a cave containing the remains of Rajah Lelat Indra Kesari. The view to be obtained from here is alone worth the climb.]

778 m. **CUTTACK** Sta. R. D.B. The capital of *Orissa*, stands at the apex of the delta of the Mahanadi.

The *Fort* was doubtless originally a fine specimen of Indian architecture, but now it is but a mass of ruins and contains little of interest.

The *Weirs* for regulating the waters of the Mahanadi are interesting engineering works.

Cuttack possesses an English Church, R.C. Chapel and Orphanage, not far from the Parade Ground. The Baptists also have a mission here.

The big steamers do not come up to Cuttack, but a launch runs between the town and *False Point*, 64½ m. As the railway now runs both to Madras and Calcutta, it is more convenient to travel by it, but, should any person wish to proceed by sea, information can be obtained from the head offices of the Brit. India S.N. and other companies.

D.B. in Cantonments.

Club in Fort Enclosure.

830 m. **JAJPUR ROAD** Sta. For *Jajpur*. D.B. Before the railway was completed this place had to be reached by road from Cuttack, 44 m. distant. The town is

about 10 m. from Jajpur Road, and arrangements for conveyance should be made beforehand.

Originally a great centre of Buddhism, Jajpur contains many ruins and remains of the greatest interest to antiquarians, but the inconveniences and difficulties in getting there are such as to make it hardly worth while for the ordinary tourist to pay them a visit.

850 m. **BHADRAK** Sta. R.

888 m. **BALASORE** Sta. B.D. Once of considerable importance, and now it is likely to spring again into popularity as a health resort. Already it is being referred to as the "Brighton of Bengal," and probably ere long will greatly increase in public estimation. The famous *Churruck Puja* (Hook-swinging festival), prohibited in British territory, is still carried on annually on a small piece of ground belonging to the French.

960 m. **KHARGPUR** Sta. R. Junction. W. the line runs to meet the Bengal-Nagpur Railway at Sini, N.W. a line to Gya (*viâ* Midnapur), N.E. the railway continues to

1,031 m. **CALCUTTA** [Howrah].

CHAPTER IV.

BENGAL AND ASSAM.

The chief city of Bengal and of the Empire is Calcutta. It, in common with most of Bengal, possesses a very steamy, depressing climate, but during the cold weather, when the Viceroy is in residence, it is very gay. Architecturally the "City of Palaces" has little to boast of. Its buildings are modern, and mostly of bad design, though some improvement has been shown in recent years. From Calcutta railways run to all parts of India, and steamers ply to Rangoon, Colombo, and all parts of the world. Darjeeling is well worth a visit if the tourist is in India during the warmer months. The various trips up the Ganges, and up the Brahmaputra, the Indian Rhine, into Assam and the "tea" country, are most interesting, but they take time, and it is better to get advice regarding them from Messrs. Cook, or from the agents of the India Steam Navigation and Railway Co., etc., who will give dates and hours of the departure of the steamers.

SECTION I.

CALCUTTA.

Hotels. *Great Eastern H. (Old Court House Street); *Spence's H. (Wellesley Place); *Grand H., Continental H. (both in Chowringhee); Hotel de Paris (Dharmtolla Street), etc.

Boarding Houses. There are numbers of boarding houses, the chief of which are those of *Mrs. Monk (11, Middleton Row, etc.).

As boarding houses and minor hotels are constantly changing, it is best to examine the most recent "Directory," or make enquiries in advance.

Clubs (Residential). Bengal C. (33, Chowringhee Road); United Service C. (31, Chowringhee Road); German C. (40, Free School Street). (Miscellaneous). Golf C. (links on Maidan); India C. (67, Bankshall Street); New C. (46, Park Street); Saturday C. (Wood Street), for ladies and gentlemen.

Banks. Bank of Bengal (Strand Road); Allahabad B., National Bank of India (both in Clive Street); Bank of Calcutta (Clive Row); Alliance Bank of Simla, Chartered Bank of India, Australia and China, Comptoir National D'Escompte de Paris, Delhi and London B. (all in Council House Street); Commercial Bank of India (Fairlie Place); Deutsch-Asiatische B., Hong Kong and Shanghai B., Mercantile Bank of India (all in Dalhousie Square).

Agents. King, Hamilton and Co. (Hare Street); Grindlay, Groom and Co. (Hastings Street); Thos. Cook and Son (Old Court House Street); Gillanders, Arbuthnot and Co. (Clive Street); Wm. Watson and Co. (Dalhousie Square); Balmer, Lawrie and Co. (Clive Street).

Steamship Agencies. P. and O.S.N. Co. (19, Strand); B.I.S.N. Co. (Mackinnon, Mackenzie and Co., 16, Strand); City Line (Gladstone, Wylie and Co., Clive Street); Clan Line (Finlay, Muir and Co., Clive Street); Messageries Maritimes (19, Strand); Austrian-Lloyd (D. Sassoon and Co., Clive Street); Anchor Line (Graham and Co., Clive Street); Orissa Carrying Co. (Macneill and Co.); Asiatic S.N. Co. (Turner, Morrison and Co., Lyon's Kange).

Chemists. Bathgate and Co., Old Court House Street; R. Scott Thomson and Co., 15, Government Place, E., and Park Street; Smith, Stanistreet and Co., Dalhousie Square and Dharmtolla Street, etc.

Doctors. Numerous (*vide* Thacker Spink's Directory).

Newspapers. "Englishman," "Statesman," "Indian Daily News," "Capital" (commercial), "Indian Field," "Asian," "Planters' Gazette" (sport, etc.), "Indian Mirror," "Amrita Bazar Patrika," "Hindu Patriot" (native).

Conveyances. Carriages, per diem, Rs.5 to Rs.10; ticca gharri, 1st class, Rs.1 (1st hour), 8 an. every subsequent hour; 2nd class, 12 an. (1st hour), 6 an. every subsequent hour. Electric trams also run to different parts of the city.

Railway Stations. HOWRAH, for Bombay and N. W. and N.W. India [*E.I.R.*]; Madras and S. India [*B.N.R.*] SEALDAH [*E. Bengal R.*] for Darjeeling, Dacca, Assam.

CALCUTTA is built on the banks of a branch of the Ganges known as the Hooghly. The channel is a very dangerous one, with shifting sands, of which the worst are the famous "James and Mary," named after a vessel that was wrecked there in 1694.

The **Esplanade,** or Maidan, with its fine green expanse, is the great feature of Calcutta. At its N.E. end stands

Government House, built on the plan of Kedleston Hall, Derbyshire, at the beginning of the last century. The entrance is on the N. Passing through the porch, a marble statue of Marquis Wellesley will be seen on the right, with portraits of the Viceroys Hastings (1813—23), Canning (1856—62), Mayo (1869—72). In the Dining-room are six busts of the Cæsars taken from the French. The Throne-room, so-called from containing the throne of Tippoo Sultan, contains numerous portraits, including a very poor one of the late Queen. Portraits of Lords Teignmouth (1793—98), Ellenborough (1842—44), and Metcalfe (1835—39) hang in passage leading to the Council-room, also full of portraits, including those of Warren Hastings (1772—85), Lord Clive, Sir Eyre Coote, Louis XV. and his Queen—taken from the French.

W. of Government House stands the **Town Hall,** built about the same time by the inhabitants of the city. It is a fine structure in the Doric style of architecture. It contains the full-length portrait of Queen Victoria and Prince Albert, presented by her late Majesty to the city. There are also other portraits and busts of various Indian worthies, and marble statues of Warren Hastings and Lord Cornwallis.

The **High Court** stands W. of the Town Hall. It contains various portraits of eminent officials.

Fort William is an irregular octagon—five sides of which look towards the land and three towards the river—surrounded by a dry ditch, which can be filled if necessary from the river by a sluice. Entering by the Chowringhee Gate, and passing the Governor's House, now a Soldiers' Institute and Garrison School, the visitor will see ST. PETER'S CHURCH, built in 1835.

There is besides a R.C. CHURCH (St. Patrick's), built in the Mutiny year, a Military Prison, and Arsenal. The Fort commands the river, and its defences, which have been constructed with great care, are in admirable condition. The garrison consists of one battery of artillery, and one British and one Native Infantry regiment. The present Fort was finished in 1773. The site of the old structure was that now occupied by the POST OFFICE. Near the

PALM SQUIRREL [Sciurus palmarum].
FLYING FOX OR COMMON INDIAN FRUIT-BAT [Pteropus medius].

reputed position of the famous **Black Hole** is a monument to Mr. Holwell, the chief of the English settlement at that time, unveiled by Lord Curzon on the 19th December, 1902.

N. of the Fort are the **Eden Gardens,** for which Calcutta is indebted to the taste and liberality of the Misses Eden, sisters of Lord Auckland (1836—42). The Burmese Pagoda was brought from Prome in 1856. Here the military bands play in the evenings. From the gardens a road runs along the river past Fort William to **Belvedere,** the residence of the Lieutenant-Governor of Bengal.

In the S.E. corner of the Maidan stands **St. Paul's Cathedral,** a most unfortunate example of the so-called Hindu-Gothic architecture. It contains, however, some interesting memorials.

St. John's Church, the old Cathedral, is just N.W. of Government House. Here are to be seen many interesting old monuments, including the tomb of Admiral Watson, who aided Clive in recapturing Calcutta, a tablet to Job Charnock, one of the first Governors and founder of Calcutta, and a curious domed pavilion with 12 pillars, said to be in memory of those who fell in the Rohilla war, a campaign shrouded in much mystery. A most curious and interesting picture of the "Last Supper," painted and given to the Church by Sir John Zoffany, is in the W. Vestibule. The faces of the Saviour and his apostles are said to be portraits of Calcutta worthies of the time.

The **Old Mission Church,** or Puranah Giljah, was built by the famous Swedish missionary, Johann Zacharias Kiernander, who came out to India in 1758. Kiernander died at Chinsurah in 1799. Amongst other memorials are one to Henry Martyn, the missionary, and Bishop Wilson. This Church, which, in common with the Cathedral and many other public and private buildings, suffered severely from the great earthquake on the 12th June, 1897, is in the hands of the Church Missionary Society.

Besides these, there are various other churches of less interest. The S.P.G. has its headquarters at Bishop's College (Lower Circular Road). The Oxford Mission is at 42, Cornwallis Street, while the Clewer Sisters in addition to missionary work, nurse at several of the hospitals. The Y.M.C.A. has magnificent buildings in Chowringhee.

The chief **Roman Catholic** places of worship are the Cathedral (St. Mary of the Rosary), St. Joseph's (Bow Bazar), and St. Thomas' (Middleton Row).

PRESBYTERIAN. St. Andrew's, or Lal Gilgah (Dalhousie Square), Free Church (Wellesley Square), etc.

Of other denominations the following are of interest:—**Congregational:** London Mission (Bhowanipore), Union Chapel, the oldest in Calcutta, in Dharmtolla Street. **Methodist:** Dr. Thoburn's Church (Dharmtolla Street), the largest Nonconformist church in India. BAPTIST: Lal Bazar Chapel, with the font in which the missionary Judson was baptised. Near Burra Bazaar are two old Armenian and Greek churches.

Of mosques and temples there are few in Calcutta worthy of any special mention.

The Mosque of Prince Ghulam Muhammed, at the corner of Dhuramtolla Street, is the finest. According to the inscription, this mosque was erected "during the government of Lord Auckland, G.C.B., by the Prince Ghulam Muhammed, son of the late Tippoo Sultan, in gratitude to God, and in commemoration of the Honourable Court of Directors granting him the arrears of his stipend in 1840."

A few miles S. of Calcutta, on the bank of an old branch of the Ganges, stands the temple of **Kalighat.** It is sacred to Kali, one of whose fingers, when her corpse was being chopped up by the disc of Vishnu, fell on this spot. There is a great religious festival here on the second day of the Durga-Puja.

N. of Government House are the **Government Dispensary** and **Telegraph Office.** Beyond again is **Dalhousie Square,** with the **Secretariat,** a fine structure, on the N., occupying the site of the Old Writers' Buildings, and the **Dalhousie Institute** on the S., founded in 1865 "to contain within its wall statues and busts of great men."

W. is the **Post Office,** standing on the site of the S. face of the old Fort. It contains the reputed situation of the **Black Hole.**

The **Indian Museum** in Chowringhee Road is an immense building, containing fine Natural History, Geological, Archæological and other collections. A catalogue can be obtained.

Educational Establishments. In addition to a University, the Senate House, which is a fine building in College Square, Calcutta has a fine Engineering College at Sibpur, a Medical College, and innumerable colleges and schools for Europeans and natives of both sexes.

S. of the Maidan is the RACECOURSE, with the PRESIDENCY JAIL and ST. PAUL'S CATHEDRAL on

the E., and the MILITARY, INSANE and GENERAL Hospitals and LUNATIC ASYLUM on the S. and S.E.

Belvedere, the seat of the Lieutenant-Governor of Bengal, stands in extensive grounds on the Alipur Road. Before reaching it the **Zoological Gardens** (close to the Zeerut Bridge over the Tolly Nullah) are passed. The famous duel between Warren Hastings and Sir Philip Francis was fought where there is now the W. entrance.

On the E. is the ALIPUR JAIL, while S. are the HORTICULTURAL SOCIETY'S GARDENS, with the PARADE GROUND and NATIVE INFANTRY LINES across the road.

E. of Alipur are the suburbs of BALLYGUNJ and TOLLYGUNJ. Along the bank of the Hooghly lies **Garden Reach,** which, in the days of H.E.I. Co., used to be the chief resort of the wealthy and official Europeans. Now the residences are chiefly utilized by shipping companies and mercantile offices. Below the premises of the "Messageries Maritimes" lies the property of the late King of Oudh, who, when the kingdom of Oudh was annexed by Lord Dalhousie in 1856, was transferred here on a pension.

On the further side of the river are the **Botanical Gardens,** a fine extent of 272 acres. They are well worth seeing, and there is a splendid "Herbarium," with a Botanical Library attached. These gardens were founded in 1786 at the suggestion of General Kyd, the first superintendent. According to Sir Joseph Hooker, they have contributed more useful and ornamental tropical plants to the public and private gardens of the world than any other establishment before or since. To the labours of the superintendents too is due the origin of the "tea" industry in Northern India.

To the N. stands the *Civil Engineering College.*

The following places can be visited either by rail [*Sealdah Station*] or road.

4½ m. **DUM-DUM** Sta. *D.B.* A cantonment and municipality of 32,000 inhabitants. Until 1853 the headquarters of the Bengal Artillery. Their old mess is now the Outram Institute—a soldiers' club.

In the Barrack Square is a monument to the officers and men killed during the retreat from Kabul in 1841.

There is a small-arm ammunition factory, whence were first issued the famous Dum-Dum bullets.

Lord Clive had a house here, and Sir Henry Lawrence, when a subaltern, lived at FAIRY HALL. There are English, Roman Catholic and Wesleyan places of worship.

14 m. **BARRACKPUR.** Sta. Here, in 1857, the Ber-

hampur Sepoys, who were the first to mutiny, were brought and disbanded. In 1824 there was also a serious mutiny on the part of the 47th N.I., who refused to go across the "Kala-pani" to serve against the Burmese. There is a fine park, and the Viceroy has a country residence here. Barrackpur is known as Charnock by the natives, after Job Charnock, the founder of Calcutta. The trip can also be made by river, and forms a delightful excursion, or it can be performed in a carriage.

EXCURSIONS FROM CALCUTTA.

(*A.*) Excursions for the day can be made to **Serampore, Chinsurah,** and **Chandernagore** (*vide* Chapter V., Section I.).

(*B.*) Another trip of great interest to antiquarians is to the Jain temple at **Parasnath** (*vide* Chapter V., Sect. I.). It can be done within three days.

(*C.*) **CALCUTTA** to **CUTTACK** and **CHANDBALLY.** Those who like the sea trip may visit CUTTACK, for **Puri** (Jagannath) and **Konarak,** by this route.

Fares: **Cuttack,** 1st class, Rs.25, return Rs.40; **Chandbally** or **Balasore,** Rs.15, return Rs.25.

Messing, Rs.4 per diem, excluding wine.

For full particulars apply to the Managing Agents, I.G.S.N. Ry. Co., 4, Fairlie Place, Calcutta.

(*D.*) **SHORT RIVER TRIPS FROM CALCUTTA.**

(*a.*) UP THE RIVER. From **Hautcola Ghat** (above Nimtola Ghat) to **Hooghly.** Starting 7.30 a.m. every weekday, returning to Calcutta about 5 p.m. Fare, 1st class, 12 an. each way.

(*b.*) DOWN THE RIVER. From **Chandpal Ghat** (7.15 a.m., 10.15 a.m., 2.30 p.m., 5.15 p.m.) to **Rajgunge.** Fare, 1st class, 5 an. each way. Trip takes about 3 hours.

From **Armenian Ghat** to **Budge-Budge** and **Oolooberria.** Steamers leave daily. Armenian Ghat 7.30 a.m., 10.30 a.m., 4 p.m.; leave Oolooberria 7.30 a.m. and 1 p.m.; leave Budge-Budge 8 a.m., 1.30 p.m., 2 p.m. Arrive Calcutta 9.30 a.m., 3 p.m., 4 p.m. (No refreshments can be obtained on board.)

(*E.*) The Calcutta S.N. Co.'s steamers leave Calcutta for **MOORSHIDABAD,** Mondays, Wednesdays and Fridays, at 8 a.m., from Ahiritolla Ghat, reaching Moorshidabad on the third evening after. The down steamers leave Moorshidabad, Sundays, Tuesdays and Thursdays, at 8.30 a.m.,

ON THE HOOGLY
THE BLACK HOLE
THE CATHEDRAL
DHOBIE GHÂT
PHOTOGRAPHED BY
BOURNE & SHEPHERD, CALCUTTA BOMBAY & SIMLA
CALCUTTA & DISTRICT

reaching Calcutta the third day after. Fares, 1st class, Rs. 5 each way.

For further information apply to Messrs. Hoare, Miller and Co., 38, Strand Road.

MOORSHIDABAD can also be visited by rail. The route is from HOWRAH to **KHANA JNCT.** (75 m.), thence (by loop line) to **NAIHATI JNCT.** (145 m.), from which place a short line, 27 m. in length, runs to **AZIMGANJ,** on the nearer side of the BHAGIRATHI, opposite Moorshidabad.

Crossing the river by ferry, the traveller arrives at Moorshidabad, which, though still a place of some importance, with a population of about 40,000, has fallen much into decay.

The principal places worth seeing are the **Palace of the Nawab,** the **Kutra,** containing the tomb of the famous Nawab of Bengal, Murshed Kuli Khan; the **Motijhil,** or Pearl Lake; the **Khush Bagh,** or Garden of Happiness, containing tombs of the Nawabs, including that of Suraja Daulah; and the **Cemetery of Jafar Ganj.**

Some 3 m. or so S. of Moorshidabad is **BERHAMPUR,** *D.B.*, and 25 m. S. is the battlefield of **PLASSEY,** where a mound and plain monument mark Clive's position.

Returning to NAIHATI JNCT., the line continues to **TIN PAHAR** (195 m. from Howrah), when a short branch (7 m.) runs to **RAJMAHAL** in the SANTAL PERGANAHS. From here the antiquarian can visit (*viâ* **English Bazar**) the ruins of **GAUR** and **PANDUAH.**

From TIN PAHAR the line runs to **JAMALPUR** Sta., *R.* (297 m.), and **LUCKEESERAI** Jnct. (326 m.).

SECTION II.

ASSAM ROUTES.

(*A.*) Those who wish to make a pleasant trip through **CACHAR** and **SYLHET,** should make enquiries of the Indian General Navigation and Railway Company. Daily, at daybreak, a steamer leaves GOALUNDO (reached by rail from Calcutta (Sealdah) in about 7 hours) for SILCHAR (Cachar) and SYLHET, calling on the upward journey at KAMOLA GHAT, NARAYANGANJ, and the company's Cachar and Sylhet hill-stations. The down steamers call at NARAYANGANJ, BOHAR, TARPASSA and GOALUNDO, as well as all the Cachar and Sylhet Stations.

All coaching traffic for stations on the CACHAR and SYLHET line is booked through by this service.

(*B.*) The ordinary tourist will not wish to make a trip to the **LUSHAI HILLS,** but, in case anyone should desire to do so, this route is noted.

CALCUTTA to SILCHAR by (*a*) E. Bengal and Assam-Bengal Railways, or (*b*) as in route *B*. From SILCHAR either (i.) by ROAD. 133 miles, 10 marches, *D.B.* at each stage, but no servants and no supplies beyond eggs and milk. Coolies for first 5 marches are obtained from the Deputy Commissioner, Silchar; for the last 5 marches from the Superintendent, Lushai Hills, Aijal. Wages 8 ans. per diem.

(ii.) By BOAT. These can be obtained from Govind Ram Dal Chand and Co., Silchar. Charge from SILCHAR to SAIRANG Rs.37 8 an. The journey takes 12 days in the dry, and 3 or 4 weeks in the hot season. A few supplies are obtainable for the first half of the journey only. At AIJAL there is a Post and Telegraph Office, but no accommodation for tourists.

(*C.*) **CALCUTTA** to **LUNGLEH.** This is not a trip likely to be ventured upon by the average tourist.

CALCUTTA to CHITTAGONG by E. Bengal and Assam-Bengal Railways, or by weekly steamer of B.I.S.N. Co.

CHITTAGONG to RANGAMATTI (71 m. by river). Either by steamer (1 day). Apply to the Commissioner, Chittagong, for particulars, or by country boat (2 days).

Accommodation and country supplies obtainable at Rangamatti.

RANGAMATTI to DEMAGRI (4 days by country boat). *D.B.* at BURKHAL, where there is a portage. Apply for boats to the Superintendent, Chittagong Hill Tracts, and the Sub-Divisional Officer, Lungleh. Inspection bungalow and small bazaar at Demagri.

DEMAGRI to LUNGLEH, 42 miles, 4 marches. Inspection bungalows at each stage. No supplies beyond milk, eggs, and occasionally vegetables, procurable. Apply for coolies to the Sub-Divisional Officer, Lungleh. Post and Telegraph Office and small bazaar at Lungleh, but no accommodation for tourists.

(*D.*) A river trip of a week's duration can be taken to **CHANDPUR** and **CACHAR,** *viâ* the **Sunderbunds,** and back. Return (Calcutta—Silchar) Rs.52 9 an. 6 p.

For full particulars apply to the Managing Agents, I.G.N. Ry. Co., 4, Fairlie Place, Calcutta.

(*E.*) **CALCUTTA** to **SHILLONG.** The journey is done by rail from Calcutta (Sealdah) to **Jatrapur** on the Brahmaputra; thence, by steamer, to **Dhubri.** *D.B.*

Dhubri H. (The railway will probably soon be open as far as Dhubri.)

The following day the steamer reaches **Goalpara,** *D.B.* Thence to **Gauhati**, *D.B.* Thence, by TONGA, 63½ m., average time 8½ hrs., to **SHILLONG.**

Charge per seat Rs.25, children Rs.12. Special tonga (1 person), Rs.40; (2 persons), Rs.50; (3 persons), Rs.60.

A tonga service—single tonga Rs.60, each seat Rs.30—runs between GAUHATI and **CHERRAPUNJI.** (48 hours' notice must be given to the Manager at Shillong.)

D.B.'s at **Barni Hat** (16 m.), **Naya** (43 m.), **Borpani** (54 m.). Tiffin can be obtained at **Nongpo,** between Gauhati and Shillong. If the tonga is kept the night, another Rs.5 is charged.

SHILLONG. D.B. Shillong Hotel. 4,000 ft. Headquarters of the Assam Government and a small cantonment. The place is a most charming hill-station, but very awkward to get at. It suffered most severely in the earthquake in 1897.

Above Gauhati come

75 m. *TEZPORE. D.B.*

150 m. *NIGRITING* (for **Kohima** and **Manipur,** 210 m.).

220 m. *DIBRUGARH. D.B.* A centre of the tea trade. Coal and petroleum are also found here.

[Note (i.). There is a railway already from **Gauhati** to **Sibsagar**, and from **Chittagong** to **Cachar**, and, in all probability, these places and **Dibrugarh** will very shortly be linked up by rail.

Note (ii.). The route into **ASSAM**, *viâ* **Rungpore** and **Kaunia,** is shorter, but more inconvenient, particularly with luggage.]

SECTION III.

CALCUTTA TO DARJEELING,

viâ Poradaha (for Goalundo), Damookdea, Silliguri.

CALCUTTA [*Sealdah Station*].

45 m. **RANAGHAT** Sta. *D.B.* Junction for Bongong, Jessore and Khoolna.

103 m. **PORADAHA** Sta. Junction for

[*GOALUNDO GHAT* Sta., terminus E. Bengal Ry., 47 m. from Poradaha, near the junction of the rivers GANGES and BRAHMAPUTRA. Thence by steamer daily to (*a*) NARAYÂNGANJ (104 m.), and to (*b*) CHANDPUR.

(*a*) *NARAYANGANJ* Sta. *D.B.* Terminus of the Narainganj-Dacca-Mymensing Ry.

10 m. *DACCA* Sta. *D.B.* (near Church). The old capital of Bengal, but, owing to the vagaries of the great rivers, now fallen from its high estate, and has a population of barely 84,000. There are no buildings of any great interest, and the place is chiefly known for its famous muslins, and its gold and silver work.

Club. Dacca C.

Bank. Bank of Bengal.

85 m. *MYMENSING* Sta. *R.*

During the "rains" steamers run from here as far as *CACHAR* (*vide* Section II.), for ***Kohima*** and ***Manipur*** (*vide* Section II.), and, by steamer, to ***Chatack***, *D.B.* In the dry weather the steamer cannot go beyond *Fenchuganj* (14 m. S. of Sylhet), whence the remainder of the journey to Cachar is done by country boat.

(*b*) *CHANDPUR* Sta. (Assam-Bengal Ry.).

31 m. *LAKSAM* Sta. Junction. S. for Chittagong, N. for Cachar.]

120 m. **DAMOOKDEA** Sta. On the Ganges. Thence, by steam ferry (meals procurable on board), to

133 m. **SARA GHAT** Sta. (North-Bengal Ry., metre gauge).

157 m. **NATTORE** Sta. *R. D.B.*

268 m. **PARBATIPUR** Sta. *R.* Junction. E. for Rungpur and Kuch Behar; W. for Dinajpur, Purneah, Katihar Jnct.

330 m. **JALPAIGURI** Sta. *R. D.B.* Junction for branch running along the TEESTA Valley.

353 m. **SILLIGURI** Sta. *R. D.B.* Terminus of the N. Bengal Ry. Thence, by 2ft. gauge Himalayan Ry., to Darjeeling. Travellers who have not been up before should remember to have extra wraps and veils or glasses to protect the eyes from dust.

7 m. (from Silliguri). **SOOKNA** Sta.

19½ m. **TEENDARIA** Sta. *R.*

30 m. **KURSEONG** Sta. (5,000ft.). *R. D.B.* Clarendon Hotel. A centre of the tea industry.

50 m. **DARJEELING** Sta.

Hotels. Woodlands H.,* Grand H.,* Drum Druid H., Lawson's H., Rockville H., and numerous "boarding houses."

Club. Darjeeling C.

Bank. Alliance Bank of Simla.

Chemists. Smith, Stanistreet and Co., Partridge and Co.

Darjeeling is the principal hill-station in Bengal. With an average elevation of 7,000ft., and a temperature which rarely falls much below freezing point in winter or over 80° in summer, it is a most popular health resort. The S. part of the station is occupied by the **Jalapahar cantonment,** the **civil quarter** being in the N. Unfortunately Darjeeling is very liable to landslips, and a very serious one, with fatal results, occurred in 1899. Being the summer headquarters of the Bengal Government, the place is very gay socially during the hot weather. The great attraction is the magnificent scenery. The view of the snows from Senschal (6 m.), the old cantonment, is finer than that at any hill-station. The highest peaks are Mt. Everest (29,002ft.) and Kinchinjunga (28,156ft.) Darjeeling has excellent schools, St. Joseph's (R.C.) and St. Paul's (E.C.) for boys, and Queen's Hill for girls.

The Tibetan Buddhist Temple at **Bhutia Busti,** 1 m. from Darjeeling, is well worth visiting.

Those who care for fine scenery, and can stand hard walking, should make the trip to **SILLIGURI** by road. The road is good, and ponies can be used. 10 m. from Darjeeling the RANGMO river joins the GREAT RANGIT, which, further on, is joined by the TEESTA. 11 m. from Darjeeling is the BRIDGE over the Great Rangit.

As is the case with other hill-stations, it is very interesting to notice the change from one zone of vegetation to another as one ascends or descends. Oaks, chesnuts and magnolias are rarely seen below 6,000ft., beneath which come tree-ferns, tea, cactus, plantains, etc., until the plains with their crops of paddy and Indian corn.

CHAPTER V.

BOMBAY TO CALCUTTA.

There are two routes to Calcutta: (*a*) *viâ* Jubbulpur and Allahabad, and (*b*) *viâ* Nagpur. There is very little difference in the time, the advantage lying with the (*b*) route. On the (*a*) route, however, there is much more of interest. In particular the traveller should endeavour to see the Ajunta Caves, and also the Ellora Caves, near Aurangabad. From the main line branches run to Delhi, Agra and Cawnpore, etc., while Mogul Serai is but a short way from Benares. The country for much of the way is wild, with low hills covered with jungle here and there, but the great plains of the United Provinces and Bengal are monotonous.

SECTION I.

BOMBAY TO CALCUTTA [G.I.P.R. and E.I.R.]. *viâ* Nasik (Caves and Temples), Pachora (Ajunta Caves), Piparia (for Pachmari), Jubbulpur, Allahabad, Mogul Serai (for Benares), Bankipur (for Gaya).

BOMBAY [*Victoria terminus*, *G.I.P.*].

33 m. **KALYAN** Sta. *R.* Junction. S.E. the line (G.I.P.) continues to Poona, N.E. it runs to Nasik by the Thal Ghat.

75 m. **KASARA** Sta. *R.* Here the ascent proper begins. A special engine is attached and the train climbs 1,050ft. in the following 9½ m. Half way is the REVERSING STATION.

85 m. **IGATPURI** Sta. *R. D.B.* ½ m. from station. A pleasant spot, frequented to some extent by Bombay residents as a health resort. There is a Railway Institute and a considerable railway official population.

113 m. **DEOLALI** Sta.—known to "Thomas Atkins" as "Devil's Alley"—is the halting place for troops proceeding to, or arriving from, England.

117 m. **NASIK ROAD** Sta. (1,900ft.). *D.B.* Passengers are conveyed to Nasik—about 5 m. distant—by a tramway. Nasik is one of the most sacred spots in Western India, being situated on the banks of the holy river GODAVERI. The place gets its name from "Nasika,"

the Sanscrit for "nose." It is said that here Rama's elder brother Lakshman cut off the nose of Ravana's sister, Sarpnakha.

Innumerable "Upadhyas," or Hindu family priests, live here. With them the noble and wealthy native families leave their family records and pedigrees, which have often been referred to as evidence in disputed cases.

Nasik, being extremely healthy, is much favoured as a sanitarium. There are excellent "links," the headquarters of the ROYAL WESTERN INDIA GOLF CLUB. At **SHARANPORE** is an important Mission of the C.M.S.

There are numerous temples at Nasik, but, though picturesque sights to those who have never before been in the East, are of little architectural interest.

The Godaveri flows through a succession of masonry basins, or "Kunds," with flights of steps. About ½ m. from the town on the E. side of the river is the **Panchavati** (five banyans) **temple.** Only Hindus may enter. Close by is **Rama's Kund,** where Rama bathed, and where the ashes of the dead are consigned to the water. The whole spot is very sacred from its connection with Rama, and with Sita, who lived here for a while, previous to her abduction by Ravana.

From the **Sundar Narayan Temple,** a beautiful structure dating from 1725, a bridge spans the Godaveri. Below the temple mentioned will be seen those of **Balaji** and the **White Rama.** The oldest temple of all is **Kapaleshwar** (Lord of Skulls), sacred to Shiva, and 600 years old. Of the other temples perhaps that of **Kala** (black) **Rama** is the most interesting.

The **Hinue Wada,** now a school, was at one time a palace of the Peishwas. It contains some fine wood carving.

The **Caves of Lena** are 4½ m. S. of the town. They are worth a visit from anyone staying in Nasik, but are not to be compared with those of Ajunta and Ellora. For a description see Fergusson and Burgess' work on Cave-temples.

More caves are to be seen at a hill called RAMSHEJ, 2 m. E. of Nasik, but they are hardly worth a visit.

TRIMBAK (Tri = three, ambak = eye), at the source of the Godaveri, and a very sacred spot, is 19 m. by road from Nasik. E. of the town is the **Temple of Trimbakeshwar,** built by the famous Peishwa Baji Rao, in a stone enclosure. Only Hindus are permitted to enter, but visitors are permitted to ascend steps on the outside of the portico, and thus view the interior.

A long flight of steps, only ten short of seven hundred,

leads up the hill to the source of the sacred stream. For about 300 yards the banks of the watercourse are paved with stone. The KHUSHAWAT, or bathing place, is a fine tank, enclosed on three sides, with a pagoda at each corner. There is a temple here dedicated to Shiva.

162 m. **MUNMAD** Sta. *R*. *D.B*. Junction. S. the Dhond and Munmad State Railway runs, *viâ* Ahmednagar. S.E. to Secunderabad (Hyderabad and Godaveri Valley Railway), *viâ* Daulatabad (for Ellora Caves) and Aurangabad, *vide* Section II.

178 m. **NANDGAON** Sta. *R*.

204 m. **CHATISGAON** Sta. Junction for Dhulia.

232 m. **PACHORA** Sta. *D.B*. Hence by rough road, 30 m., to **FARDAPUR,** *D.B*. (4 m. from the **AJUNTA CAVES**). Application for bullock-carts (return fare Rs.10) should be made a day beforehand to the Mamlatdar at Pachora. Time occupied about 12 hours each way. No cart should take more than 80lbs. of luggage, and travellers must take their own provisions.

The caves can be reached from Fardapur either by walking or by tonga (return fare Re. 1).

The cave temples, twenty-seven in number, are cut out of a concave scarp, extending about one-third of a mile from E. to W., overhanging the Wagora river. Many of them are unfinished and of slight importance. The oldest, which are on the E., date from about 200 B.C. These excavations furnish a history of Buddhist art, and depict the religious and domestic life of the people as it was in the time of the great Buddhist Emperor Asoka, and before the faith had been practically banished by Brahminism.

The **Cave No. 1** on the extreme E., a vihara of the 7th century, possesses a finely carved façade.

In the great hall, which is 64 sq. ft., are 20 pillars. On the walls of the cave are some curious oil-paintings. Four pictures of a group, supposed to represent Khusru II., Shirin, and two attendants, are interesting. The monarch, whose love for Shirin forms the theme of some of the best Persian poetry, was King of Persia (591—628). In one picture the girl, supposed to be Shirin, is pouring wine into a goblet that Khusru holds in his hand. Another, apparently, represents Khusru dismissing the embassy. In the shrine is a "teaching" representation of Buddha, and, besides the shrine, there are five cells in each side wall, and four in the back.

No. 2 is also a vihara. Attached to the verandah are two chapels. Near the S. chapel the ceiling is curiously painted, while, within the side chapels, are some remarkable repre-

sentations of women, resembling the work of the Italian school of the 14th century. In the centre of Buddha's throne is the wheel of life supported by two deer.

Nos. 3, 5 and 8 are viharas of no interest. **No. 4** is a large vihara, containing what Dr. Burgess calls the Litany. The first three groups on the left represent two men flying from an elephant, a lion, and a man with a sword respectively. In the fourth group some figures in a ship apparently represent the dangers of the deep.

On the right are further groups. The first depicts the perils of fire; in the second a cobra is attacking two men; in the third a man holding another by a rope fastened to his wrist exemplies Captivity; while the fourth—Famine—shows Kali stretching forth her hands to clutch the luckless victim.

No. 6 is a double-storied vihara, unfortunately much damaged by Bhil robbers, who previously inhabited it.

No. 7 is also a vihara.

Nos. 9 and 10 are dagobas. dating from about the beginning of the 2nd century. In No. 10 the roof is ribbed.

No. 11 has its roof supported by four pillars. On the walls are some excellent representations of animals, etc.

No. 12 resembles No. 11, but has no pillars (which are not as a rule found in the older caves). It is plain and very old, probably dating from a time earlier than our Lord.

Nos. 13, 14, 15 and 18 are unimportant.

Nos. 16 and 17 (the Zodiac Cave) are two fine viharas, dating from between 300 and 400 A.D. In the great Hall are paintings of battle scenes, the swords of the soldiers being not unlike the Ghurka "kukri." No. 17 is rather less lofty than its companion, and possesses some fine paintings.

No. 19 is a very fine Chaitya with a ribbed roof. Buddha is standing in front of the dagoba, which has three stone umbrellas rising up to the roof.

Nos. 20—25 and 27 are comparatively uninteresting, though, had 24 been completed, it would probably have been a very fine one.

No. 26 is of later date than most of the series, and probably dates from the 6th century. It is a vaulted Chaitya, resembling No. 19, but larger. In front of the dagoba is a seated image of Buddha, while, in one of the aisles, is an enormous reclining figure.

276 m. **BHUSAWAL** Sta. *R.* Junction. E. to Calcutta, *viâ* Nagpur (Section III.).

A little more than 2 m. further on the railway crosses the Tapti.

310 m. **BURHANPUR** Sta. *D.B.* A large town of about 34,000 inhab. The capital of the Deccan during the reign of Jehangir, but now the town is of little importance.

353 m. **KHANDWA** Sta. *R.* *D.B.* Junction. N.W. to Mhow, Ajmere, Agra and Delhi by the Rajputana-Malwa Ry.

417 m. **HARDA** Sta. *D.B.* A town of about 14,000 inhab., and a great wheat centre.

464 m. **ITARSI** Sta. *R.* *D.B.* Junction. N. to Jhansi, Gwalior, Agra, Cawnpore.

495 m. **SOHAGPUR** Sta. *R.*

505 m. **PIPARIA** Sta. *D.B.* Alight here for the hill station of Pachmari (32 m. S.). If meals are required at the bungalow, previous notice should be given.

For tongas, etc., apply to the Mail Contractor. Charges: Bullock tonga, Rs.12; Simla tonga, Rs.16; mail cart (each passenger), Rs.8.

Time occupied on the journey 6 to 8 hours (2 hours more must be allowed during the rains).

Country carts for luggage can be obtained at Piparia. Charge, Rs.2 8 an. per cart.

At Shinganama (18 m.) is a *D.B.* It is a feverish place, and travellers are advised not to stop there during the rains.

[**PACHMARI,** the summer residence of the Chief Commissioner of the Central Provinces, and a Military Sanitarium, is on a plateau of 20 sq. miles (3,500ft.), surrounded by hills 1,000ft. higher. The average rainfall is 65in., and the temperature rarely exceeds 80°.

There are the usual civil and military offices, and the Hill Hotel at Pachmari is said to afford good accommodation at moderate terms.]

536 m. **GADARWARA** Sta. Junction for Gotitoria and Mohpani coalfields.

616 m. **JUBBULPUR** Sta. *R.* Meeting of the G.I.P. and E.I. Ry. systems. A line is being constructed to connect the Bengal and Nagpur Ry. at Gondia.

A civil and military station, with a total population of some 85,000.

Hotels. Jackson's Family H., Cawdreary's H.

Club. Nerbudda C.

Bank. Bhargava Commercial B.

Chemists. J. Jackson and Co.

The chief sights are (i.) The **Thug Village ;** (ii.) The **Marble Rocks.**

The Thugs were a tribe who lived by robbery and murder (strangulation). They were hunted down by Colonel Sleeman, and confined within the village. Very few of these people now remain. A pass to see the Jail and Village is necessary.

The **Marble Rocks** are 11 m. from Jubbulpur. By giving timely notice, the hotel managers will arrange for a carriage to be in waiting at the station to take visitors to the Rocks and back in time to catch the next train. (The little station of Mirganj, 5 m. from Jubbulpur, is nearer the Rocks, but is not so convenient.)

About half-way, on the summit of a mass of granite, is an old fort of the Gond Kings.

The *D.B.* is close to the river. Near by are some temples. A boat can be hired here.

On the cliffs, which are over 80ft. high, are numerous bees' nests. Anything like firing a gun or making any undue noise or smoking should be avoided, as instances have been known where people have been stung to death by these infuriated insects. In the pools are crocodiles, which come out and bask in the sun during the heat of the day. About a mile below, the rocks form a barrier across the river, preventing the passage of a boat in the dry season. Rather less than a mile below these is the Dhuandar or "Smoke" Fall.

673 m. **KATNI** Sta. (waiting rooms at station and *D.B.* close by). Junction. W. a branch of the G.I.P. Ry. runs through Damoh and Saugor to Bina. S.E. a branch of the Bengal-Nagpur Ry. runs to the Umaria coalfields and Bilaspur.

734 m. **SUTNA** Sta. *R. D.B.* (Station for Rewah.) Headquarters of the Baghelkund Political Agency.

783 m. **MANIKPUR** Sta. Junction. W. a branch runs through Mahoba and Harpalpur (for Nowgong) to Jhansi.

842 m. **NAINI** Sta. *R.* Hotel. There is a very important Jail here.

844 m. **ALLAHABAD** Sta. *R. D.B.* (at Alopi). Junction. N.E. to Cawnpore. A line N. to Fyzabad will shortly be opened.

Hotels. Great Eastern H., Lawrie's Great Northern H., Kellner and Co.'s Retiring Rooms at the Railway Station.

Club. Allahabad C.

Banks. Allahabad B., Bank of Bengal, Bank of Upper India.

Chemists. Buncombe and Co., Deb, Deb and Co., C. T. Robbie and Co.

Newspaper. "The Pioneer" (daily).

ALLAHABAD, the ancient PRAYAG, standing in the fork of the junction of the Jumna with the Ganges, is one of the oldest cities in India, and a place of great sanctity in the eyes of the Hindus—who call it Prág to this day—as the spot where Brahma performed the horse sacrifice. Every year, about January, at the meeting of the waters, there is a great fair, the Magh Mela, attended by hundreds of thousands of pilgrims. The ancient city was visited by Megasthenes in the 3rd century B.C., and, a thousand years later, the Chinese Buddhist pilgrim, Hiouen Thsang, both visited and wrote of it. It came under Mohammedan rule at the end of the 12th century. The Fort was built by Akbar in 1575, and remained in the hands of the Moguls until the Mahrattas took it in 1736. Fourteen years later it was sacked by the Pathans. Since 1801 it has been in the possession of the English, and is now the capital of the United Provinces, with a population of about 163,000.

On the outbreak of the Mutiny in 1857, this station was garrisoned by the 6th N.I., a wing of the Ferozper Sikhs, and two troops of Oudh Irregular Horse, with some 60 more invalid soldiers from Chunar. The 6th N.I. murdered fifteen of their officers, but the Sikhs remained loyal, and, with the aid of the few British, disarmed and expelled the rebels from the Fort.

A Mohammedan Maulvi was made Governor of the city and made the Khusru Bagh his headquarters. On the 11th June the Fort was relieved by General Neill. His drastic treatment created such a terror that the Maulvi, and almost all the inhabitants, fled incontinently to Cawnpore.

The **City** lies S. of the railway station, between it and the river Jumna. Through its centre, and parallel with the line, runs the GRAND TRUNK ROAD. The PRESBYTERIAN CHURCH has a mission not far from the bridge over the Jumna.

Allahabad is of little interest. The **Cathedral,** still in process of erection, is one of the few satisfactory modern buildings in India. It is worth seeing. Besides being the

headquarters of the Bishop of Lucknow, Allahabad is also a Roman Catholic See. The city possesses a University, with Muir College its principal foundation, High Schools for boys and girls, and an excellent Library and Museum in the THORNHILL AND MAYNE MEMORIAL in the ALFRED PARK.

E. of the Park is GOVERNMENT HOUSE, the residence of the Lieutenant-Governor of the United Provinces.

The garrison here is a large one, consisting of a Field and a Garrison Battery, a British and a Native regiment, and a regiment of Native Cavalry. The General Commanding the Allahabad District has his headquarters here.

Khusru Bagh is E. of the City and not far from the Railway Station. In the garden stand three mausoleums. That on the E. is that of Khusru, son of Jehangir. With him are buried two of his sons. W. of this is the cenotaph of Nur Jehan, and, further W. again, that of Sahibah Begam, wife of Jehangir.

The Fort is built on the promontory between the two rivers. A branch line runs down to it. The main gate, surmounted by a dome, is a fine entrance.

The ARSENAL is the OLD PALACE. Permission to see it must be obtained from the Ordnance Commissary at Allahabad. Close by is the famous **Asoka Pillar,** of polished stone, on which are recorded that ruler's Edicts (240 B.C.), a record of Samudra Gupta's victories in the 2nd century, and one commemorating the accession of Jehangir, besides many others.

A dark underground passage (said by the Hindus to be connected with Benares), containing some idols, leads to the famous **Akshai Bar,** or undecaying banyan-tree. This tree-stump, or whatever was its then representative, is mentioned by Hiouen Thsang, who states that it was surrounded by the bones of the dead pilgrims.

899 m. **MIRZAPUR** Sta. A large manufacturing city (85,000 inhab.) and the centre of the carpet industry. There is a good Club.

931 m. **MOGUL SERAI** Sta. *R.* Junction for Benares.

983 m. **BUXAR** Sta. *R.* *D.B.* and Hotel.

1,032 m. **ARRAH** Sta. *D.B.* A small civil station, famous for its "defence" in 1857, under the Civil Engineer Vicars Boyle and Hereward Wake. The "house" still stands in the Judge's compound.

1,056 m. **DINAPUR** Sta. *R.*

1,062 m. **BANKIPUR** Sta. *R.* *D.B.* Western end of PATNA. Junction. N.W. the Bengal and N.W. Ry. goes

to Gorakhpur and Oudh; the Tirhut State Ry. runs N.; S. the Patna-Gaya Ry. runs to Gaya (57 m.).

[**GAYA** Sta. (80,000 inhab.). *D.B.*

The famous temple of Budh Gaya (7 m. S. of the city) was originally Buddhist, but has been destroyed and rebuilt many times, and is now devoted to the worship of Vishnu. The building is a square pyramid of stucco brick, 170ft. high, with four similar structures at the corners. Around it are the remains of the carved stone railing of Asoka. The sacred "Bo" tree, beneath which Buddha is said to have sat, is on a platform behind the temple.

About 3 m. E. of Gaya railway station is a TEMPLE dedicated to Mahadeo, Rama, Laksman, Ganesh and Hanuman. From here it is about a mile and a half's walk to the **Temple of Vishn Pad** (Vishnu's Footprint) in **Old Gaya.** The footprint, 13in. by 6in., is of silver enclosed in a vessel of the same metal set in the pavement.

For a full description of Gaya see Dr. Rajendralala Mitra's illustrated work "Buddha Gaya," Sir Edwin Arnold's "India Revisited," and the "Indian Gazetteer."]

1,078 m. **PATNA** Sta. A centre of the Indigo and Opium traffics, the Government Factory of the latter being the biggest in India. It is a big city of 170,000 inhabitants, but, beyond its fine bazaars, possesses nothing of interest to the tourist.

1,118 m. **MOKAMEH** Sta. *R.* Junction. N. a line runs to join the Tirhut State Ry.; E. a loop follows the course of the Ganges to Khana junction.

1,138 m. **LUCKEESERAI** Sta. Junction. E. a loop line following the course of the Ganges runs to Khana junction, *via* Jamalpur, and Tinpahar.

1,200 m. **BAIDYANATH** Sta. Junction for Deoghur branch.

1,217 m. **MADHUPUR** Sta. *R.* Junction for Giridih Sta., 24 m. (for PARASNATH and HAZARIBAGH).

[**PARASNATH MOUNTAIN** (4,500ft.), one of the most sacred spots of the Jains, the burial place of their saint Parasnath, and a lovely place, is 18 m. distant. There is a Jain convent here, which, as seen through the trees, has a very beautiful aspect. Until the year after the Mutiny Parasnath was a convalescent depot for European troops, but is now abandoned, and the old mess house is now the *D.B.*

Though a beautiful spot and interesting to those who take a special interest in the Jains, it is hardly worth a visit from the mere tourist's point of view.]

[Fare from **Giridih** to **Parasnath,** *D.B.* (18 m.), by

two-wheeled carriage drawn by 4 coolies, Rs.6; four-wheeled carriage drawn by 4 coolies, Rs.6; by 8 coolies, Rs.12. From *D.B.* to the foot of the hill (6 m.), Dooly hire Rs.2 8 an. to Rs.3. From here to the Temple (1 m.) the visitor must walk.

Fare from **Giridih** to **Hazaribagh** (72 m.), two-wheeled carriage drawn by 4 coolies, Rs.8 8 an.; by 5 coolies, Rs.10 8 an.; four-wheeled carriage drawn by 8 coolies, Rs.20; by 10 coolies, Rs.25. There are *D.B.'s* at **Dumri** (26½ m.), and at **Bagodar** (40½ m.).

It is advisable to write beforehand stating wants to the Stationmaster at Giridh.]

1,262 m. **SITARAMPUR** Sta. Junction for Barakar and the Jherriah coalfields, and the line will be connected with Gya.

1,268 m. **ASANSOL** Sta. Junction of the Bengal-Nagpur Ry. A centre of the coal trade.

[Visitors going to **RANCHI** change here for **Purulia,** whence it is 72 m. by road. Push-pushes available at Purulia Sta.]

1,279 m. **RANIGUNJ** Sta. 3 *D.B.'s* and a hotel opposite the station. A great coal-mining district.

1,325 m. **KHANA** Sta. Junction for the loop line to Luckeeserai.

1,334 m. **BURDWAN** Sta. *R.* A town of about 35,000 inhab. It contains the PALACE and fine gardens of the Maharaja, the "SIVALAYA," consisting of a collection of 108 temples arranged in two circles, and the SHRINE OF PIRBAHARAM. It is not worth a visit from the casual tourist.

1,376 m. **HOOGHLY** Sta. Junction for Eastern-Bengal Railway. The Portuguese made this one of their trading ports about 1547. The place was stormed by an army sent by the Emperor Shah Jehan, who had his prisoners, some 4,000 in number, brought to Agra and forcibly converted to Islam. In 1642 Dr. Boughton, as the price for curing one of the royal princesses, obtained a firman from Sultan Shuja, the second son of Shah Jehan, granting the H.E.I. Co. permission to establish a factory. In 1685 the English, after a fight with the men of the Nawab of Bengal, had to fly to Sutanuti for a time. In 1742 Hooghly was sacked by the Mahrattas. At the present time it is the head-quarters of the Hooghly district, and, with Chinsurah, has a population of about 31,000.

The chief object of interest at Hooghly is the **Imambarah,** built by Karamat 'Ali, the friend of Arthur Conolly, from funds bequeathed by Muhammad Mushin.

It is a fine building. In the hall, which is paved with marble, there is a pulpit with its side overlaid with silver plaques, inscribed with verses of the Koran. There is a good Oriental library, bequeathed by Karamat 'Ali. On the opposite side of the road is the OLD IMAMBARA, dating from 1777. Karamat 'Ali lies buried in the W. corner.

CHINSURAH was held by the Dutch for nearly 200 years, but in 1826 they exchanged with the English for Sumatra. In the OLD DUTCH CHURCH, and in the cemetery, are various memorials and tombs of the former rulers. S. of the Church is the HOOGHLY COLLEGE, built from funds which accrued during the litigation over Muhammad Mushin's legacies.

1,379 m. **CHANDERNAGORE** Sta. Thistle Hotel. A French settlement, held alternately by the French and English, until in 1815 it was finally handed over to the former. The station is just outside French territory. There are two hotels in the Fort.

1,388 m. **SERAMPORE** Sta. An old Danish settlement—formerly known as FREDERICKSNAGAR—but since 1845 in the hands of the English. It was the scene of the missionary labours of Carey, Ward, Mack and Marshman, whose tombs are to be seen here. Tablets to their memory are in the OLD DANISH CHURCH (now Anglican). Standing on the banks of the river is the COLLEGE, a fine building. In the Library are some interesting portraits, including Marshman and Ward; also many curious MSS. and first editions of Carey's and Marshman's translations of the Bible.

1,400 m. **CALCUTTA** [*Howrah Sta.*].

SECTION II.

BOMBAY TO SECUNDERABAD,

viâ Munmad (Junction for Ahmednagar and Dhond Jnct.), Daulatabad (for Ellora Caves), Aurangabad.

BOMBAY [*Victoria Terminus*].

162 m. **MUNMAD** Sta. *R. D.B.* Junction. N.W. for Bhusawal, Cawnpore, Allahabad, Calcutta; S., by the Dhond and Munmad State Railway, for Ahmednagar; S.E., by the Hyderabad and Godaveri Valley Railway, to Secunderabad.

[**AHMEDNAGAR** Sta. *R. D.B.* A city of over 40,000 inhab. and the third in the Deccan, founded, on the banks of the Siva, in 1494 by Ahmad Nizam Shah Bahri.

BOMBAY
to
SECUNDRABAD
VIEW FROM PAN CHAKKI, AURANGABAD
JUGNATH SUBHA ELLORA
MAHADEO & PARBATI
ELLORA
TOMB OF RABIA DURRANI. AURANGABAD
PHOTOGRAPHED BY
BOURNE & SHEPHERD
CALCUTTA BOMBAY & SIMLA.

The State gradually extended until it included most of Berar and Aurangabad and parts of Khandesh, Kalyan and the Konkan. The FORT is 2½ m. N.E. of the railway station, and in the centre of cantonments. It was taken by the Moghul Empire in 1605. In 1760 it fell into the hands of the Mahrattas, who in 1797 gave it over to Scindia. Six years later it was taken by the (afterwards) Duke of Wellington.

Though of much historic interest, Ahmednagar contains no architectural beauties to attract the tourist. The only sight worth seeing is the tomb ascribed indifferently to Salabat Khan and the famous Queen, Chand Bibi, wife of 'Ali Adil, Shah of Bijapur.

The American Congregationalists and the S.P.G. have important missions here. There is a good Club and a Golf Club.

51 m. beyond Ahmednagar is **DHOND JUNCTION** Sta. *R.*]

225 m. **DAULATABAD** Sta. *R. D.B.* Station for the **ELLORA CAVES.** On receipt of letter or telegram, Messrs. Nusserwanji and Sons, Aurangabad, will arrange to have a tonga ready to convey tourists to the caves (10 m.). A halt can be made at Rosa to see the Mohammedan tombs. The charge for a tonga is Rs.10 per trip, with an additional charge of Rs.2 for halting per diem.

The caves can also be visited from the next station, Aurangabad. The tonga journey is 16 m., and the charges rather higher in consequence, but, in addition to the Refreshment Room, there is a good Waiting Room, and a furnished *D.B.* close to the station.

Messrs. Cook and Son, Bombay, will also make all arrangements for tongas.

Application to use the *D.B.* at Daulatabad should be made to the First Talukdar of Aurangabad. A charge is levied on each visitor of Rs.2 per diem. European stores, soda water, etc., if required, must be brought by the visitor.

The **Fort** at Daulatabad is worth seeing. Permission must first be obtained from the British S.S. Officer at Aurangabad. The fortress, which is between seven and eight hundred years old, is perched on an isolated granite rock, about 500ft. high. All round runs a perpendicular cliff, at the bottom of which is a ditch. A narrow causeway gives access to the rock, the ascent of which is through a narrow passage hewn out of the solid stone. On the E. past two gates furnished with spikes to repel the attacks of the war-elephants, is the entrance. Facing a third gate is a bastion, where there is a music gallery. Beyond a fourth

gateway is an old HINDU TEMPLE. Left of the track is a pavilion or chattri. Walking along the side of a tank, and thence to the left, the visitor will come to a MOSQUE, originally a Jain, and then a Hindu temple. N. of this is a minaret, built by the Mohammedans in 1435 to commemorate the taking of the place. The CHINI MAHAL, in which the last of the Golconda Kings lay a prisoner for 13 years, stands on the right of a platform reached by a fifth gateway. The ditch surrounding the citadel was originally crossed by removable boards, now replaced by a stone bridge, to the left of which are the ruins of an old HINDU PALACE. Ascending by rock-cut steps and passage, the visitor at length stands upon a platform overlooking a garden. Further on is an opening, where one may yet see the remains of an iron shutter, which, during a siege, was heated to redness, and prevented any approach. Beyond a gateway, past the shrine of a Fakir, Sukh Sultan, is the BARAHDARI, with a wide verandah overlooking a precipice. In the distance (8 m. to the E.) can be seen AURANGABAD, and the hill of CHAMAN TEKRI, on which are ancient ruined temples. Another 100 steps brings one to the summit of the Citadel.

This fort was in former times practically impregnable. In 1293, after enduring the horrors of a siege, the defenders capitulated to 'Alau-din, afterwards Emperor of Delhi, paying him an enormous tribute in gold, silver, and precious stones.

The old name DEOGIRI was changed to Daulatabad by Muhamad Tughlak Shah, who in 1338 unsuccessfully endeavoured to transfer his capital to the Deccan. The place was a favourite summer resort of the two Moghuls, Shah Jehan and Aurangzeb.

[**ROZA** (2,000ft.) is a small walled town of rather more than 2,000 inhabitants, about 8 m. from Daulatabad. It is chiefly celebrated as the burial place of the Emperor Aurangzeb, and his second son, Asaf Jah, founder of the Hyderabad Dynasty, and numerous other famous Mohammedan rulers. There is a furnished *D.B.* at ELLORA, with servants who can provide meals if required. Charge for lodging, Rs. 2 per diem each person. The Nizam of Hyderabad has a bungalow here, permission to occupy which must be obtained beforehand. There is also a bungalow belonging to the officers of the Hyderabad Contingent, who, however, rarely permit of its use, save by intimate friends.

The **Tomb of Aurangzeb** is midway between the N. and S. gates of the city. A beautiful little NAKAR KHANA (music gallery) is in the S. side of the quadrangle, while

on the W. side is a MOSQUE, facing the N. end of which is the entrance to an inner court. In the S.E. lies the plain TOMB of the great Emperor, buried, as was his wish, in the simplest manner possible. A short distance to the E. is the **Mausoleum of the Sayyad Zainu-din,** who died in 1370 A.D. A little way behind the tomb is a chamber within which is said to be preserved Mohammed's robe, which is shown once a year to the faithful. Beyond again is a marble enclosure, in which are the tombs of the saint's daughter and of Aurangzeb's second son, Azim Shah, and his wife.

The **Tomb of Asaf Jah** is opposite those of Aurangzeb and his son. The entrance is through a large quadrangle. At the W. end is a Mohammedan religious school, and at the E. is a Nakar Khana. A door at the W. end opens into a court containing several graves. Opposite the entrance, surrounded by a red sandstone lattice screen, are those of Asaf Jah and one of his wives, and the shrine of a renowned Mohammedan saint, Sayyad Hzarat Burhanudin. He came to Roza shortly before the invasion of the Deccan by 'Alau-din, and died here in 1344. The doors are covered with arboreal designs in yellow and white metal, and on the pavement are bits of silver, the legend concerning which is as follows. After the saint's death, the disciples lacked the means of preserving the shrine and of obtaining food, but one night, after praying, little silver trees grew up through the pavement. By selling the silver thus obtained the disciples maintained themselves and the tomb, until a jagir was allotted for the purpose. Since then only small lumps of silver appear, and these recede during the day to come forth again after sundown. As in many other Indian shrines, hairs from Mahomet's beard are deposited here, which are said to miraculously increase in number year by year.

The **Caves of Ellora** are about 2 m. from the *D.B.* The excavations extend along the scarp of a large plateau for about 1¼ m., N. and S. At either end a spur is thrown out towards the W. The BUDDHIST series are at the S. end, the JAIN, or INDRA SABHA, at the N., while the BRAHMAN lie between.

The finest cave of all, and the third of the Brahmanical group, is KAILAS (Siva's Heaven). It is a marvel of architecture, and dates from the eighth century. "It is not like an ordinary temple built with stone added to stone, but a large solid rock has been hewn into a temple. It contains a series of caves as large as churches, with huge images, 8ft. or 10ft. high, ranged round the walls, elephants, lions,

alligators, antelopes, swans and oxen, larger than life. . . . On the sloping side of the hill a pit has been dug out, forming a court 100ft. deep at its inmost side, 150ft. wide, 270ft. long. On the floor of this pit stands the temple. At the entrance of the court there is a gateway. . . . Crossing the bridge you enter a square room in which is the Nandi Bull. This room has two doors and two windows. Opposite the windows are two beautiful square towers, 38ft. high, graduated from the base to the capitals, which were originally crowned with lions. Two elephants, the size of life, have also been carved out of masses of stone left standing in the court. From the Bull the visitor crosses another bridge and enters the grand apartment, through a doorway guarded by two gigantic sentinels in stone. At the end is the Lingam; the whole of the hall is elaborately sculptured. In the verandah there are 43 groups of Hindu divinities, with sculptures illustrating their history. The first of the Brahmanical caves is called RAVANA KA KHAI. It is full of sculptures representing scenes in the history of Durga, Lakshmi, Siva, Parvati, etc. The DAS AVATAR is the oldest Brahmanical cave, and bears evidence of having been begun by Buddhists and finished by Brahmins. The great chamber is 103ft. by 45ft., sustained by 46 pillars" ("Great Temples of India," etc.).

The Buddhist temples at the S. end are 12 in number. Of these perhaps the most interesting are the CARPENTER'S CAVE, or Vishwakarina Chaitya, the DON TAL, TIN TAL, and DHERWARA, the oldest.

At the N. end are the Jain series, of which the JAGANNATH and the INDRA SABHAS best repay the attention of the visitor.

Messrs. Cook and Sons supply tickets to Daulatabad and back, and give advice and information respecting the trip to the Caves. Fares (return), 1st class, Rs.28 2 an.; 2nd class, Rs.13 1 an.; 3rd class, Rs.6 8 an.

Dep. Bombay (Victoria Term.) ...	*5 p.m.
Arr. Munmad	1.44 a.m.
Arr. Daulatabad	7.54 a.m.
Dep. Daulatabad	8.11 p.m.
Arr. Munmad	0.15 p.m.
Arr. Bombay	*8.20 a.m.

* Bombay Time.

N.B.—These hours are subject to change.

MAHOMMEDAN

DAK WALLAH [Postman].

It is thus possible if time is an object to see the caves and be back in Bombay within 40 hours.]

233 m. **AURANGABAD** Sta. *R.* *D.B.* Founded in 1610 by Malik Ambar, has a population of about 9,000, and is also a cantonment.

2 m. S.E. of the cantonment, around the remains of what, during the time of Aurangzeb, was the CITADEL (Arkilla), are the various Government (native) offices. Until a few years ago the spot was an overgrown jungle, but was cleared by the order of the late Sir Salar Jung.

The **Jumma Musjid**, a well-built mosque standing amidst some noble trees, was built, partly by Aurangzeb, and partly by Malik Ambar.

On the right of the road, as one drives from the cantonment to BEGAMPURA BRIDGE, and close to the brink of the river Kham, stands the lovely little shrine called **Pan Chakki** (water-mill), the burial place of Baba Shah Muzaffah. This man, who was a religious teacher of Aurangzeb, was a Chishti (a theosophical Mohammedan sect) of Bokhara.

Malik Ambar's Mosque, the oldest in Aurangabad, is by the Mecca Bridge and Mecca Gate, and just within the latter, about ¼ m. N. of the Pan Chakki.

The **Mausoleum of Rabi'a Durrani,** a lovely building, and which is sometimes compared to the Taj, lies rather less than ¼ m. S. of the Old Cemetery. It contains the remains of a daughter of Aurangzeb. In front is a gateway with a brass-plated door bearing an inscription, giving the date and name of the architect. The tomb itself is surrounded by a beautifully carved lattice marble screen, but where the slab should be there is bare earth, after the approved custom of the stricter Mohammedans. A second tomb without any inscription is said to be that of the buried princess's nurse. W. of the Mausoleum is a mosque built of brick covered with white chunam.

Near here in some low hills are some interesting **CAVES.**

272 m. **JALNA** Sta. *R.*

361 m. **PURNA** Sta. *R.*

380 m. **NANDED** Sta. *R.*

448 m. **INDUR** Sta. *R.*

483 m. **KAMAREDI** Sta. *R.*

548 m. **SECUNDERABAD** Sta. *R.*

SECTION III.

BOMBAY TO CALCUTTA [G.I.P. and B.N.R.],

viâ Bhusawal and Nagpur.

BOMBAY [*Victoria Terminus*].

276 m. **BHUSAWAL** Sta. *R.* Junction. N. the line goes to Calcutta, *viâ* Jubbulpore, Allahabad, Mogul Serai (for Benares).

Most of the country between here and Nagpur is fertile "black cotton soil," and forms part of the Berar Province assigned by the Nizam in 1853 for the support of the Hyderabad contingent. The treaty was remodelled in 1860, and again in 1902, when Lord Curzon took over the Province in return for a money payment.

333 m. **JALAMB** Sta. Junction. Short branch to Khamgaon, the cotton centre of Berar.

340 m. **SHEAGAON** Sta. *R. D.B.*

413 m. **BADNERA** Sta. *R. D.B.* Junction. Short branch N. to **AMRAOTI.**

472 m. **WARDHA** Sta. *R. D.B.* Junction. Short branch line S. to **WARORA** (45 m.), one of the Indian coalfields.

520 m. **NAGPUR** Sta. *R.* Waiting Rooms at station and Hotel close by. On the river Nag, a tributary of the Godaveri, and is the capital of the Central Province, with a population of 118,000.

The Civil Lines are known as SITABALDI, with the hill and fort of that name in the centre. Here in 1817 the Resident, Mr. (afterwards Sir R.) Jenkins was attacked by the then Raja, Apa Sahib. The Mahrattas were finally driven off by Colonel Gohan with a handful of troops, and the Resident demanded and obtained the unconditional surrender of Apa Sahib, who eventually escaped and died an exile. In the year following the fort was built. It is garrisoned by a company of British Infantry. It contains some ancient armour and is worth visiting. The OLD RESIDENCY and SECRETARIAT are in Sitabaldi, but the NEW RESIDENCY is on TAKLI HILL. The Chief Commissioner of the Central Provinces, however, spends much of his time at the hill-station of Pachmari.

There is nothing of any very special interest to see in Nagpur, but the town is well laid out with good roads, and contains some pleasant drives. The JUMMA TALAO is a fine tank beyond the station, and two others, AMBAJHARI and TELINGKHERI, help to supply the station with water. There is a MUSEUM, LIBRARY, fine ENGLISH

CHURCH and a ROMAN CATHOLIC CATHEDRAL and school. The FREE CHURCH OF SCOTLAND has an important MISSION. There is a fine MARATHI CHURCH, hospitals for men and women, HISLOP COLLEGES, and various other educational establishments, both missionary and Anglo-vernacular. Those who are interested may visit the TOMBS OF THE BHONSLA RAJAHS, also the BHONSLA PALACE, or, rather, the remains of it, as it was burnt down in 1864. There is a good CLUB and a branch of the BANK of BENGAL. Nagpur is the terminus of the G.I.P. Ry. Hence the Bengal-Nagpur Ry. continues to

529 m. **KAMPTI.** *D.B.* A large military cantonment on the right bank of the Kanhan river, pop. 51,000. The R.C. Order of St. Francis de Sales have a Church and Convent here. There is a good English Church, and there are numerous mosques and temples. The town, however, only dates from 1821, and contains nothing of interest to the tourist.

559 m. **BHANDARA ROAD** Sta. *D.B.* At Bhandara, about 6½ m. from the station, is the R. BARBOUR MEDICAL MISSION of the Scottish Free Church.

647 m. **DONGARGARH** Sta. *R.*

703 m. **RAIPUR** Sta. (Pop. 25,000.) A small military cantonment, the chief town of the Raipur District, and the headquarters of the Commissioner of Chattisgarh.

776 m. **BILASPUR** Sta. *R.* Junction. N. a line runs to Katni Jnct., *via* the UMARIA COALFIELD.

Bilaspur is in the centre of the province of Chattisgarh (the 36 forts), one of richest wheat-fields in the world and known as the "granary of India." The old rulers had their capital at **RATANPUR,** 12 m. to the N. At its zenith this town extended over an area of 15 sq. m. The glory of the place has now departed, and the population is less than 6,000.

903 m. **JHARSUGUDA** Sta. *R.* Junction for Sambalpur, a civil station and small military cantonment.

1,028 m. **CHAKARDARPUR** Sta. *R.* Hence, by road, to RANCHI, the chief town of CHOTA-NAGPUR. **CHOTA-NAGPUR** possesses a Missionary Bishop and is an important centre of missionary labour. The old German Mission carries on an extensive and useful work. In the church are bullet-marks made in the Mutiny, and, in the compound, is the tree on which the rebel leader was hanged. The S.P.G. also has a branch here conducted by members of Trinity College, Dublin.

1,050 m. **SINI** Station. Junction for Midnapur.

1,100 m. **PURULIA** Sta. *R.* Headquarters of the Manbhum District, whence the coolies for the Assam and Cachar tea plantations are mainly recruited.

[From here to **RANCHI** is 72 m. Push-pushes available at station. It is well to write in advance to the station-master at Purulia.]

1,147 m. **ASANSOL** Sta. *R.* Junction N.W. Luckee-serai, Allahabad, and N.W. India.

1,221 m. **CALCUTTA** (Howrah) Sta.

CHAPTER VI.

THE UNITED PROVINCES.

These include the old North-West Provinces and Oudh, and, for our purposes, the native State of Gwalior. Around Jhansi and the neighbouring districts, the country is rather wild, with low rocky hills rising from the plain, but in the Indo-Gangetic plain itself the dead level is somewhat monotonous, relieved, however, by innumerable mango groves, smiling fields of grain, and jheels often covered with wild fowl. This part of India contains the famous cities of Lucknow, Agra, Benares, and Cawnpore. The first three are most interesting, the last contains nothing save the "Well" and church. Gwalior is well worth a visit, but none of the others mentioned possess sufficient interest to warrant delay. Budh, Gaya, Bindraban (Muttra), and Ajodhya (Fyzabad) are full of interest to students of the Buddhist and Hindu religions, and the architecture of Jaunpur, the capital of the old Sharki kingdom, is not as well known as it deserves to be. The beautiful hill-stations of Naini Tal and Mussoorie, with the valley of Dehra Dun, are very cold in the winter, but gay and charming in the summer.

SECTION I.

ITARSI TO CAWNPORE,

viâ Bhopal, Bhilsa (for Sanchi "Tope"), Jhansi.

ITARSI Sta. *R.* *D.B.* 464 m. from Bombay. Junction E. for Jubbulpore or Calcutta. N. for

11 m. **HOSHANGABAD** Sta. *D.B.* The railway here crosses the Nerbudda.

57 m. **BHOPAL** Sta. *R.* *D.B.* Junction W. for Ujjain Jnct., whence lines run to the W. and N.W. of India. The capital of a Native State of the same name, ruled at present by a female sovereign, the Begum Shah Jehan. The city, which is walled, is picturesquely situated on a fine lake about 4½ m. long by 1½ m. broad. There is nothing much to detain the ordinary traveller. Those, who may happen to be visiting the town, should endeavour to see the CITADEL, whence a fine view may be obtained, the

JUMMA and MOTI MUSJIDS, the GARDENS of the KHUDSIA and SIKANDER BEGUMS, the BEGUM'S PALACE, the ARSENAL, and the MINT.

90 m. **BHILSA** Sta. An old fortified town (pop. 7,000) on the right bank of the BETWA river in the GWALIOR STATE. Its chief interest to the tourist lies in the famous Bhuddist "Topes." These have been very well described by Fergusson and by General Cunningham.

Of these the most important is the **Great Tope** at **SANCHI.** (Sanchi Station is 6 m. W. of Bhilsa, and, on application to the Manager of the I.M. Ry., it is often possible to have a carriage shunted within ¼ m. of the tope.)

The **Great Tope,** which is one of a group of eleven, is a domed structure 42ft. in height by 106ft. in diameter, and is a solid mass of bricks laid in mud with an exterior of dressed stones covered with cement. The top of the dome is flat, and there is a large breach in the mound. Surrounding the building are rails, and, of the four original gateways, three remain, elaborately carved.

At **SONARI,** 6 m. from Sanchi, is a group of eight topes, while 3 m. further on, at **SADHARA,** is another large tope. At **BHOJPUR,** 7 m. from Sanchi, is a group of 37, and yet another 3 are to be seen at **ANDHER,** 5 m. W. of Bhojpur. According to Fergusson, these structures were probably built between 220 B.C. and 100 A.D.

143 m. **BINA** Sta. R. Junction. N.W. to Baran; S.E. to Katni Jnct., *via* Saugor and Damoh.

[**SAUGOR** Sta. (47 m.). *D.B.* A cantonment, and the headquarters of the Saugor District (44,000 inhab.). A well-built town on the edge of a lake, but though important, from military and civil points of view, presents nothing of interest to the tourist.]

182 m. **LALITPUR** Sta. *D.B.* At **JAKLAUN,** near here, are some very interesting Jain temples.

238 m. **JHANSI** Sta. *R.* *D.B.*

Hotels. New Railway H., Midland Railway H.

Club. Jhansi C.

Bank. Allahabad B.

Junction. E. a line runs to Manikpur Jnct.; N. it goes to Agra, *via* Gwalior; N.E. it continues to Cawnpore.

JHANSI, now a military cantonment and the principal town of the District, was, at the time of the Mutiny, a native State, governed by the Rani, widow of Raja Rao,

GHAT, CAWNPORE
THE RESIDENCY, LUCKNOW
THE JUMMA MUSJID, LUCKNOW
LA MARTINIERE COLLEGE, LUCKNOW
THE MEMORIAL WELL, CAWNPORE
LUCKNOW
& CAWNPORE

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under the surveillance of the British. In 1857 the 12th N.I. mutinied, seized the Fort, and a little later, in spite of the most sacred oaths—both Mohammedan and Hindu—that had been taken, massacred the remaining European families that had surrendered. The place was captured on the 4th April, 1858, by Sir Hugh Rose, but, on his departure, the rebellion broke out again, only to be crushed once more by Colonel Liddell. The Rani, who in spite of the treacherous murder of the unfortunate Europeans, must have been not only a brave woman, but a person of much force of character, had already fled with the rebel Tantia Topi, and was killed in action before the Fort of Gwalior.

The **Fort** is well worth a visit.

[Branch line from Jhansi to Manikpur.]

308 m. **ORAI** Sta. *D.B.*

329 m. **KALPI** Sta. [*I.M.R.*]. An ancient city on the right bank of the Jumna. At one time the H.E.I. Co. made it one of their principal inland stations. After her defeat at Jhansi, the Rani was again vanquished here by Sir Hugh Rose, after which she fled to Gwalior. Along the banks of the river are a number of ruins, but the place is not worth a visit.

374 m. **CAWNPORE** Sta. [*E.I.R.*]. *R.* Junction N.W. [*E.I.R.*] for Agra, Delhi and the Punjab; S.W. [*I.M.R.*] for Jhansi, Bhopal and Bombay; S.E. [*E.I.R.*] for Allahabad, Mogul, Serai and Calcutta; N.E. [*O.R.R.*] for Lucknow, Fyzabad, Benares.

Hotels. Empress H. Lee's Railway H., United Service H., Victoria H., Civil and Military H.

Club. Cawnpore C. (Mall).

Banks. B. of Bengal, Allahabad B., Alliance B. of Simla.

Chemists. Barrington and Co., Basu and Sons.

Cawnpore, the interest of which is chiefly derived from the awful share that it had in the disasters of 1857, is a large manufacturing city (182,000 inhab.) on the right bank of the Ganges, and an important military station. It is impossible to do more than refer briefly to the sad story. For full details travellers should read up Holmes' "History of the Indian Mutiny," and similar works.

Sir Hugh Wheeler was in command at the time, having under him a garrison of some 3,000 native and 60 European

soldiers. Fearing a rising he determined to throw up entrenchments, within which the English and their stores could be sheltered in case of need. Unfortunately the magazine, which stood on the river bank, and was protected by walls, was not chosen as a rallying point, lest, by withdrawing the Sepoy guard, the mutiny would be hastened. Reinforcements were sent by Sir H. Lawrence, under Lieut. Ashe and Captain Hayes, but, on the 3rd June, Wheeler, in his turn, generously despatched some of his troops to Lucknow, though his own state was a desperate one. The 2nd Native Cavalry rose on the 4th, followed by the 1st N.I. The 53rd and 56th joined them. After robbing the Treasury, throwing open the Jail, and sacking the Government buildings, they started for Delhi, but were persuaded to return and invest the British by Nana Sahib of Bithur. On the 23rd June, by which time nearly 300 of the defenders had perished out of 1,000, a general attack was made and repulsed. On the 26th there was an armistice, and on the 27th, relying on Nana's promises, the remainder of the garrison, barely 450 men, women and children, marched down to the boats at "Suttee Chowra" Ghat with 60 rounds of ammunition per man. The boats stuck in the mud, and were immediately assailed with a hail of shot. Some took fire, and one alone floated down the stream pursued by the sepoys. Of the occupants of these only four men lived to tell the tale. The rest were shot, while the women, who had not been killed, were brought back to Cawnpore and lodged in the Bibi-garh. Here about 30 died. The remainder (15th July) were hacked to pieces and thrown, the dying with the dead, into a well on Nana hearing of the approach of Havelock's force. Two days after the Nana was utterly defeated. In the following November there was very nearly a repetition of such scenes. Tantia Topi very cleverly surrounded and cut off the British and Madras troops under Major-General Windham. Providentially Sir Colin Campbell was returning to his base from Lucknow, bringing with him the rescued garrison, and was just in time to relieve the place. The women and children were sent down to Allahabad, and, by the end of the first week in December, Tantia Topi and his Gwalior army had been routed and their camp taken.

Wheeler's Entrenchments is a bare maidán, or plain, N.E. of the Brigade Parade Ground. An enclosure surrounds a well. On a cross is the inscription:—"In a well under this Cross were laid by the hands of their fellows in suffering, the bodies of men, women and children, who died hard by during the heroic defence of Wheeler's Entrench-

ment when beleaguered by the rebel Nana.—June 6th to 27th, A.D. MDCCCLVII."

Close by stands the **Memorial Church,** full of pathetic memorials. Just outside is a slab inscribed in commemoration of "those who were the first to meet their death." Near the porch is a cross to the memory of Major Vibart and some 70 others, who, after escaping the massacre, were captured at Shivrajpur and murdered on July 1st, 1857.

The old Church is about 250 yards to the N.E., as is also the Club. Some way to the N. is the Roman Catholic Church, beyond which are various regimental and military offices and officers' quarters and a Post Office. N.W. of the Memorial Church and close to the railway line is the Telegraph Office.

Massacre Ghat (Suttee Ghowra Ghat) is on the river bank, about a mile below the railway bridge on the O. and R. Ry. Steps lead down from a decaying temple to Shiva to the water. S.E. of Cantonments is the Racecourse.

The **City** lies N. of the O. and R. Ry. Through it runs the Ganges Canal, a great irrigation and engineering work. Starting from Hurdwar, it empties itself after a course of some 800 miles into the Ganges at Cawnpore. N. of the City, and between it and the river, are Civil Lines.

The **Memorial over the Well** is one of the most beautiful monuments in existence. It stands in a lovely garden, within which so many awful scenes were enacted. Over the well is a most lovely "Angel of the Resurrection" in white marble by Marochetti (given by Queen Victoria). Over the arch is written, "These are they which came out of great tribulation," while, round the wall, marking the circle of the well, is a longer inscription detailing the iniquitous massacre by Nana Dhundu Pant. Around the well is a beautiful Gothic screen designed by the late Sir H. Yule, R.E., C.B. In the garden, to which Europeans and the caretakers alone have access, are other tombs, including those of women and children of the 6th Battery Bengal Artillery and the 32nd Foot (now the 1st Batt. Duke of Cornwall's Light Infantry).

W. of the Memorial Gardens are the Theatre, Masonic Lodge, Mission School and Christ Church; N. are the Post Office, Jail, Courts (Kachéri), etc.

A branch to Delhi, *via* Etawah, Tundla (for Agra), Aligarh.

[**CAWNPORE.**

86 m. **ETAWAH** Sta. *R. D.B.*

This city (35,000 inhab.), the headquarters of a district, stands on the N. bank of the Jumna, along which are some

picturesque bathing ghats. Civil Lines contain the usual offices, but there is nothing in Etawah of sufficient interest to detain the tourist.

143 m. **TUNDLA** Sta. *R.* Junction W. for AGRA.

173 m. **HATHRAS** Sta. Junction. Here the E.I.R. is crossed by the Cawnpore-Achnera branch of the B.B. and C.I.R., by which line the traveller can visit MUTTRA and BINDRABAN.

192 m. **ALIGARH** Sta. *R. D.B.* Junction. N.E. for BULANDSHAHR and MORADABAD.

Aligarh (60,000 inhab.) is of considerable antiquity, and, previous to the time that it came into possession of the British, it was an important Mohammedan town. At the present day, besides being the headquarters of a district, Aligarh is chiefly famous for its great educational institution, the **Mohammedan-Anglo-Oriental College,** founded by Sir Syed Ahmed Khan. It is governed by an English principal, assisted by numerous European and native masters, and is the first real attempt on the part of the Mohammedans to carry out the education of their sons in accordance with the requirements of modern times.

258 m. **GHAZIABAD** Sta. *R.* Junction. N. to Meerut and Saharanpur; E. to Moradabad; W. to Delhi.

270 m. **DELHI** Sta. *R.*]

SECTION II.

JHANSI TO AGRA,

viâ Gwalior.

JHANSI Sta. *R. D.B.* 702 m. from Bombay. Junction E. for Banda and Manikpur; N.E. for Cawnpore; N. for

16 m. **DATIA** Sta. The picturesque capital of a small native State of the same name (pop. 28,000). The old palace, now uninhabited, is a fine structure, and about 4 m. from the town are some curious old Jain temples.

61 m. **GWALIOR** Sta. *R. D.B.* Rooms can sometimes be obtained at the MUSAFIR KHANA (1 m. from station), which is reserved for friends of the Maharajah, or for persons recommended by the Resident. Application should be made beforehand to the "Officer in charge."

Gwalior (pop. 88,000) is the capital of an important native state governed by the Maharajah Scindia. A very full account of this ancient stronghold by General Cunningham will be found in the "Reports of the Archæological Survey." Native historians give

GWALIOR

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BOURNE & SHEPHERD BOMBAY CALCUTTA & SIMLA.

the date of the foundation of the place as early as 3,000 B.C., and its age is certainly not far short of 2,000 years. The **Fortress** has been famous for centuries, and many are the stories and legends concerning its sieges. During the mutiny, the then Maharaja Scindia, a young man of 23, had little short of 18,000 troops at his disposal. Fortunately for the British, his minister, Dinkar Rao, persuaded him to remain loyal, and under various pretexts to prevent his army from joining the rebels. They were, however, unable to save all the officers, many of whom were murdered by the sepoys. Seven, with some ladies and children, reached Scindia's hands in safety, who forwarded them to Dholpur, the chief of which State again escorted them to Agra. After the defeat of Tantia Topi and the Rani of Jhansi by Sir Hugh Rose at Kalpi, Scindia, who was no mean commander, moved out his troops to engage the rebels. After the first discharge of the guns the latter charged, whereupon the whole of the Gwalior army, with the exception of Scindia's bodyguard, joined them, and, finding his chances hopeless, the loyal chief had to ride for his life to Agra.

The Rani of Jhansi then took possession of the Fort and proclaimed the Nana as Peishwa.

Sir Hugh Rose immediately advanced upon the town, and was joined by Sir Robert, afterwards Lord Napier of Magdala, and by the Hyderabad army. On the 16th of June, in spite of the heat and the fatigue of previous marches, Sir Hugh made a daring attack upon the rebels near Morar, and, though his men suffered most severely, he managed to inflict a crushing blow on his adversaries. On the morning of the 17th Brigadier Smith arrived at Kotah-Ki-Serai, 5 m. S.E. of Gwalior. After a difficult advance, fighting as he went, Smith gained the end of a defile which brought him on to the plain before Gwalior. Here he ordered a charge, which was successfully carried out by a squadron of the 8th Hussars, who put the rebels to flight and captured two guns. Amongst the fleeing enemy was the Rani of Jhansi herself, who in man's attire had been gallantly inciting her soldiers. Sorely against her will her horse refused to face the British, and as it crossed a canal stumbled and came down. A hussar, ignorant of her sex, promptly cut her down. That night her people burned her body to prevent it falling into the hands of the English. Thus perished one of the most remarkable Indian princesses of modern times.

By the 20th June the whole of Gwalior, with the exception of the Fort, was in the hands of Sir Hugh Rose. The honour of taking this fortress lay with Lieutenants Rose and Waller,

of the 25th Bombay Native Infantry. Unfortunately the former was killed, after exhibiting the greatest gallantry, in the moment of victory. The Fort remained in the hands of the British until 1886, when it was exchanged with Maharajah Scindia for Jhansi.

The sight of Gwalior is **The Fort,** to see which an order must be obtained either from the Residency Office or the Officer in charge of the Musafir Khana. This structure is situated on a long, narrow, precipitous hill of sandstone, rising some 300ft. above the level of the plain. On the way up the TOMB OF MOHAMMED GHAUS is passed. The main entrance, protected by six gates, lies to the N.E.

The most northern one, built by the Governor in 1660, and called the 'ALAMGIRI, after 'Alamgir, a title of Auranzeb, is quite plain.

The next gate is the BADALGARH, and is a fine example of Hindu architecture. It is also known as the HINDOLA GATE, from hindol (a swing).

Just W. of the 'Alamgiri Gate is the ruined palace known as the GUJARI PALACE, which was built for the wife of Man Sing, who ascended the gaddi in 1486 A.D.

S. of the Badalgarh is the BHAIRON GATE, which dates from 1485 A.D. This gate is also known as the BANSUR (archer) Gate, from the fact that one of these was in charge of it.

S. again is the GANESH GATE. Close by is the KABUTAR KHANA (dove-cot), with the NUR SAUGAR tank. There is also a small HINDU TEMPLE, with a cupola on four pillars dedicated to a Saint Gwalipa, and a mosque bearing the date 1664 A.D.

W. of the Bhairon Gate is SHAH JEHAN'S PALACE, with the JOHARA TANK to the N.W., and JEHANGIR'S PALACE due S. The tank is famous as the spot where the Rajput women underwent the great "Johar," or sacrifice, when the fort was captured by Altamsh.

S. of the Ganesh Gate is the LAKSHMAN GATE, to the W. of which is VIKRAM'S PALACE. This building lies between the KARAN PALACE on the N.W. and the MAN SING PALACE on the S., and is connected with them by galleries.

The MAN SING PALACE, which is rather more than 400 years old, is a two-storied building with tykhanas (underground rooms). On the E. it is 300ft. long and 100ft. high, and has five round towers, surmounted by cupolas and connected by a beautiful open lattice-work battlement. This palace is also known as the CHIT MANDIR, or "painted"

palace, from the fact that the walls are adorned with most beautiful coloured tiles.

The KARAN PALACE, also called the KIRTI MANDIR, is a two-storied building. Some of the ceilings exhibit fine plaster work.

Besides the Gwalipa temple, there are nine other Hindu shrines. Of these the most important are (*a*) the CHATUR-BHUJ MANDIR, sacred to Vishnu, dating from the end of the 9th century. It is a small square, hewn out of the solid rock with a portico in front.

(*b*) A ruined JAIN TEMPLE on the E. wall S. of the HAWA and HATHI (Elephant) GATES, at the S. end of the Man Sing Palace.

(*c*) The SAS-BAHU Temples. These date, with the Jain temple, from about the end of the 10th century. The great temple is much ruined. The roof, which is of curious construction, is supported by four massive pillars. The smaller temple is in the form of a cross, and is open on all sides. The supporting pillars and the plinth, like that of the great temple, are much ornamented.

(*d*) The TELI-KA MANDIR, originally dedicated to Vishnu, but now a Shivite shrine, is S. of the BALA KILA and overlooking the URWAHI, and dates from about the 11th century. It takes its name from the legend that it was built by an oil-seller (teli). It is a very massive and lofty building covered with carving.

In the very S. of the Fort are the DHOLI TAL, RAM TAL, and CHEDI TAL, in the order named.

N.W. of these is the GARGHARJ, or Gurgling Gate, with five successive gateways, and further N. again, and W. of the Man Sing Palace, are three more known collectively as the DHONDA GATE.

On the W. of the Fort, above the Dhonda Gate, are the NAUCHOKI (nine cells). In this prison Akbar shut up his cousins who rebelled, and Auranzeb his son Mohammed and two nephews.

The strength of the Gwalior Fort lies as much in its wonderful water supply as in its battlements.

Besides the numerous tanks already mentioned, there are wells in the URWAHI OUTWORK, which supply excellent water. In the extreme N. corner is the TRIKONIA TANK, close to the JAYANTI-THORA, the ruins of what was once a Hindu Temple. S.W. of the Teli Mandir is the KATORA TALAO, E. of which again is the GANGOLA TANK, while, close to the Bala Kila, is the Tank of the Sun, which was built about the end of the 3rd century A.D. In addition to these there are others of less importance.

Round the Fort are various groups of **Gigantic Sculptures.** Of these the most interesting are those known as the URWAHI GROUP, consisting of more than 20 figures, the greatest of which is no less than 57ft. in height. The group on the S.E. face of the Rock is the largest of them all. Other groups occur on the S.W. face N. of the Garghaj Gate, on the N.W. face N. of the Dhondha Gate, and on the N.E. It is impossible here to give details regarding the numerous statues. Those who require further information should consult General Cunningham's writings.

The **Old City** of Gwalior is a curious old town. The JUMMA MUSJID just outside the gates is a beautiful mosque of white sandstone.

The **New City,** or Lashkar (the Camp), sprung up where Daulat Rao Scindia pitched his camp at the end of the 18th century, hence the name. The old palace is in the centre of the town, the new one, to which visitors are not admitted, is in the PHUL BAGH. The **Sarafa,** or mercantile quarter, is worth visiting. There is a College, a Hospital, and various modern buildings, but nothing of any particular interest to the sight-seer.

102 m. **DHOLPUR** Sta. *R.* The chief town of the native state of Dholpur. There is nothing here to detain the traveller.

135 m. **AGRA** (Cantonment) Sta. Junction. W. for Bandikui Jnct. and Rajputana; E. for

137 m. **AGRA FORT** Sta. *R. D.B.*

Hotels. Laurie's Great Northern* H., Castle and Imperial H., H. Métropole.

Club. Agra C.

Banks. Agra B., Bank of Bengal, Oudh Commercial B.

Chemists. Lacy's Medical Hall, Agra Medical Hall (A. John and Co.).

Agra, built on the right bank of the Jumna, is the second city in the United Provinces, and has a population of 165,000. Little is known of the history of the place before the Lodi (Mohammedan) Dynasty selected it as an occasional seat early in the 16th century. Babar is said to have had a palace on the bank of the river opposite the Taj, and it seems probable that Agra was the headquarters both of Babar and Humayun, until the latter left for Delhi, where his tomb may be seen. During the reign of the great Akbar

the place grew in importance, that monarch removing hither from Fatehpur-Sikri in 1568, and dying here in 1605. Jehangir left Agra in 1618, but Shah Jehan lived here, and built the Fort, the Palace and the famous Taj. Aurangzeb, who deposed his father, spent most of his time in Delhi. Agra was taken by Suraj Mall of Bhurtpur in 1764; six years later the Marathas captured it, to be expelled by Najaf Khan in 1774. In 1784 the place was again taken by Scindia, and it remained in the hands of the Marathas until Lake took it in 1803, since when it has always been a British possession.

In the mutiny, Agra, though the scene of much suffering, escaped the horrors of Delhi, Cawnpore and Lucknow. On the 30th May, 1857, two companies of the 40th and 67th N.I. mutinied, to be followed five days later by the Kotah troops. Brigadier Polwhele, with such few troops as he had, attacked their camp at Suchata, 2 m. off. Their position was taken, but at such a loss that the British could not hold it, and had to retreat to the Fort. Those who did not take refuge were murdered; the remainder, some 6,000 from various sources, were besieged, and, though hard beset, were finally relieved after the fall of Delhi by Col. Greathed. The Lieutenant-Governor of the N.W. Provinces, Mr. Colvin, died during the siege.

The **Taj Mahal,** the wonderful tomb of Arjmand Banu, otherwise known as Mumtaz Mahal, wife of Shah Jehan, stands in a most lovely garden on the brink of the river. It was commenced in 1630 A.D.

Through the TAJ GANJ GATE, the visitor enters a large outer court, on the left of which is the GREAT GATEWAY, a magnificent structure of red sandstone, inlaid with marble and crowned by 26 marble cupolas. Beyond the gateway stretches a lovely garden, down the centre of which is a water conduit with fountains, lined with cypress and running right up to the Taj. This exquisite building stands in the centre of a platform 18ft. high, faced with marble, and with a white minaret at each of the four corners. The main dome is 80ft. high and 58ft. in diameter, directly beneath which are the tombs of Arjmand Banu and Shah Jehan, surrounded by a trellis-work of white marble. In each angle of the building is a small two-storied domed chamber, connected with each other by corridors, and the whole of the interior of the mausoleum is beautifully ornamented with inlaid precious stones, low-relief sculpture and fretted work. The original entrance doors, which were of silver, were carried off by the Jats in 1764. Attached to the Taj are two wings—one of which is a mosque—both of

which are fine buildings. The Taj may be seen with advantage at any time, but perhaps it never presents a more lovely spectacle, with its marble dome and attendant minarets, than under the light of the full moon.

The **Jumma Musjid,** which is close to the station fronting the Delhi Gate of the Fort, may be visited on the way to the Taj. It was built by Shah Jehan in 1644, and is remarkable for three peculiar red sandstone domes surrounded by zig-zags of white marble.

The **Fort,** famous both historically and architecturally, stands on the right bank of the river, surrounded by walls of red sandstone nearly 70ft. in height. The principal entrance is through the DELHI GATE, beyond which comes the HATHIYAH DARWAZAH (Elephant Gate). Thence past the MINI BAZAR—now barracks—to the MOTI MUSJID, or the "Pearl Mosque." This building, completed in 1655 A.D. by Shah Jehan, and the fine entrance gateway are faced with red sandstone, but within white, blue and veined marbles are substituted, the effect being exquisite. Steps lead up to the entrance, passing through which the visitor emerges into a cloistered quadrangle with a tank in the centre. At the further end is the mosque proper with three aisles, each of seven bays, and surmounted by three domes. During the mutiny this building was utilised as a hospital. To the right of the Moti Musjid is the ARMOURY SQUARE, with the DIWAN-I-'AM (Hall of Public Audience) on the left. It is a fine hall, and was built probably by Shah Jehan. Close by is the HAUZ of Jehangir, a large monolithic cistern of porphyry, and a number of field pieces, amongst which will be found the grave of Mr. Colvin.

At the back of the throne in the Diwan-i-'Am is a doorway reached by some steps, passing through which the tourist enters a cloistered court, the MACHCHI BHAWAN, or "Fish Square," on the N. side of which are two bronze gates taken from Chitor by Akbar. The lovely little white mosque in the N.W. corner is the NAGINAH MUSJID, or "Gem Mosque," reserved for the Court Harem. It was here that Aurangzeb imprisoned his father, Shah Jehan.

On the side of the court nearest the river is a curious BLACK THRONE, with a fissure—said to have been formed when Suraj Mall of Bhurtpur seated himself there. Opposite is a white seat, where, according to tradition, the court jester sat. In the arena beneath the terrace, fights between wild beasts used to take place. The mosque at the S.W. corner is the MEENA MUSJID, and was reserved for the Moghul himself. On the S. is the DIWAN-I-KHAS,

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BOURNE & SHEPHERD BOMBAY CALCUTTA & SIMLA

or "Hall of Private Audience," a building of exquisite beauty, constructed, as most of the best buildings in Agra, by Shah Jehan. From it a flight of steps takes one to the SAMAN BURJ, or "Jasmine Tower," the apartments of the leading lady of the Harem. Close by, looking over the river, is the GOLDEN PAVILION. In the ladies' bedrooms can be seen holes in the wall, just large enough to admit a woman's hand, in which the princesses deposited their jewels. Next comes the ANGURI BAGH, or "Grape Garden," with the SHISH MAHAL, or "Palace of Mirrors"—so-called from the mirrors with which the interior is decorated—in the N.E. corner. On the side, looking towards the river is the KHAS MAHAL in a line with the Saman Burj, with which it is directly connected. Close by, railed in, are the "Gates of Somnath," said to have been carried off by Mahmúd of Ghazni in 1025 A.D. They were brought here from Ghazni in 1842. S. of these buildings stands the JEHANGIR MAHAL, the Palace of Jehangir. It is of red sandstone, with a fine gateway at the entrance. Within is a grand court, on the N. side of which is a great open pillared hall with a curious stone ceiling. A somewhat similar, but smaller, hall is on the S. From this court the visitor passes into a second quadrangle with a splendid gateway. The further end of the palace fronts the river, flanked at either corner by bastions, surmounted by an ornamental tower and domed cupola.

The **Tomb of I'timadu-Daulah** stands on the left bank of the river. This most lovely building, faced with white marble, is the resting-place of one Ghayas Beg—high treasurer to Jehangir, and father of Nur Jehan and Asaf Khan—whose remains, with those of his wife, lie beneath two tombs of yellow marble in the central chamber. Besides these there are five other tombs. The mausoleum contains some most exquisite lattice, and the walls are ornamented with pietra dura. In shape it is square, with a raised pavilion in the centre, and an octagonal tower at each corner.

On the same side of the river, but about ½m. further up, is the **Chini Ka Roza,** or "China Tomb," covered with enamel. In shape it is a dome on an octagonal base, and was built during the reign of Aurangzeb. Though much in need of repair, it is well worth a visit.

The **Tomb of Akbar** is at SIKANDRA, 5½ m. N.W. of Agra Cantonment. The entrance to the garden in which the mausoleum stands is through a massive gateway of red sandstone, ornamented with marble and having a two-storied white minaret at each corner. The mausoleum itself is a

four-storied building, three stories being of red sandstone, while the third, which contains Akbar's tomb, is of white marble.

On each side of the main arch of the mausoleum are various tombs. Staircases lead up to the fourth storey, where is to be seen Akbar's tomb surrounded by a beautiful cloister of latticed marble.

Several tombs and buildings are passed on the way to Sikandra. About 1 m. before reaching this place is a red sandstone tank, the GURU-KA-TAL. On the E. side is a mausoleum. The spot is called the BEGAM MIRIAM TOMB, as being the resting-place of Akbar's Christian wife Mary. The Barahdari now forms part of the Agra Orphan Asylum.

A little way to the left of the main road through Sikandra is the MOSQUE OF BHURI KHAN, with the remains of his palace near by. The visit to Sikandra may be made in the morning, and the afternoon devoted to seeing the I'TIMADU-DAULAH and CHINI-KA-ROZA (*vide* supra).

A whole day at the very least must be allowed to explore the royal city of **FATEHPUR-SIKRI,** now entirely deserted, but in a beautiful state of preservation. There is a *D.B.* in the old Record Office. The best way to get to the place is to drive from Agra (23 m.). Any of the hotel proprietors will make arrangements. The railway stations of Achnera and Bhurtpur are distant from Fatehpur-Sikri 12 m. and 11 m. respectively, but it is a difficult matter to obtain conveyances at either.

Fatehpur-Sikri was commenced in 1570 by Akbar, and completed during his reign. Entering by the AGRA GATE, the road passes between old ruins of houses, under the NAUBAT KHANA, and thence past the MINT on the right, and the TREASURY on the left, to the DIWAN-I-'AM, "Hall of Public Audience." In the N. of the court-yard behind is the DIWAN-I-KHAS, "Hall of Private Audience," to the W. of which is the ANK MICHAULI, where, it is said, that Akbar played hide-and-seek with his wives. In the S.E. corner in front is a canopied building, which was occupied by the court astrologer. All these buildings are well and grotesquely carved.

S.W. of the Diwan-i-Khas is the PANCH MAHAL, a five-storied colonnade, and which was in all probability a place of amusement for the court ladies.

S.W. of this building is MIRIAM'S HOUSE, the residence of Akbar's so-called Portuguese Christian wife. The Zenana, or NAGINAH, Mosque and the ruins of a Turkish bath are to the W.

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BOURNE & SHEPHERD BOMBAY, CALCUTTA & SIMLA.

From here a road leads N.W. through the HATHI POL (Elephant Gate). On the left of the road are the SUNJIN BURJ, marking the beginning of a set of fortifications, which were, however, never completed, and the great KARWAN SERAI. On the right of the road are the remains of a fine stone well and waterworks, by which the palace was supplied with water. At the end of this road is the HIRAN MINAR (Antelope Tower), from which the Emperor shot wild animals as they were driven past him.

Returning by this road the PALACE OF BIR BAL will be seen on the S. It is built of red sandstone without any wood being used, and has two stories. Both the interior and exterior are most elaborately carved, and in many ways it is the finest building in the place. To the S. are a number of camel and horse stables, some of the stone halter rings even yet remaining.

Close by is the PALACE OF JODH BAI, which was probably Akbar's private palace. The entrance is on the E. side. On the N., S. and W. of the courtyard are reception rooms connected by a flat-roofed corridor. Above are chambers ornamented with blue enamelled tiling and gable-roofed.

A little to the E. is the DAFTER KHANA (Record Office), now the *D.B.* In front, looking to the N., is the KHWABGAH (House of Dreams), Akbar's bed-chamber. Below is a chamber, probably occupied by a Hindu priest, containing a platform supported by two beautifully carved shafts of red sandstone.

N.E. is the TURKISH QUEEN'S HOUSE, a small chamber 15ft. square, smothered in carving of the most curious and beautiful description.

W. of this, in front of the Girls' School, is Akbar's PACHISI-BOARD, with his seat in the centre. Here, it is said, the famous Emperor played the game, with slave-girls as pieces.

Walking down the road S.W. of the *D.B.* the visitor will come to the GATE OF VICTORY, or BULAND DARWAZAH (Lofty Gate), a magnificent portal 130ft. in height, approached by a flight of steps leading into the great quadrangle of the MOSQUE. This building, said to be a copy of that at Mecca, is some 70ft. high and of pleasing appearance. The DURGAH, or tomb of Shaik Salim Chisti, the famous saint, is enclosed by marble lattice-work. The doors are ebony ornamented with brass, while the canopy over the tomb is inlaid with mother-of-pearl. The date of Shaik Salim's death and that of the completion of the tomb (1580) are engraved on the tomb, which also bears a

lengthy epitaph to the departed. In the N. of the quadrangle is the tomb of Shaik Salim's grandson, Islam Khan, Governor of Bengal, while, at the back of the mosque, is another, said to contain the remains of one of the saint's sons, said to have been sacrificed when an infant to secure the life of Akbar's child—afterwards Jehangir. This saint is much revered even to this day. Barren women of all castes visit his shrine to implore his intercession, while the door of the Buland Darwazah is covered with the shoes of sick horses, whose owners desire their recovery. W. of the great gateway is a "jumping" well, into which the natives leap for "baksheesh," and just in front of the steps are some Turkish baths. On the E. of the quadrangle is another fine gateway, the BADSHAHI, or royal, DARWAZAH. Just beyond the N. walls of the mosque is a boys' school, the buildings of which were formerly the houses of the famous brothers Faizi and Abul Fazl, confidants of Akbar and followers of his peculiar religion—a blending of what he deemed the best points in all the creeds with which he was acquainted.

The quarters of Akbar's Hakim, or doctor, lie a little to the N.E. of the *D.B.*, and close to the Nazirabad road is a fine BAOLI, from which this part of the city received its water.

Agra contains probably the oldest mission, that of the Roman Catholic community, in N. India. It dates from the time of Akbar, and, in the cemetery attached to the mission, are several interesting tombs. The R.C. CATHEDRAL, CONVENT and SCHOOLS are about ½ m. N.W. of the Fort, not far from the CENTRAL JAIL, which is well worth a visit.

The English Churches are ST. GEORGE'S, ST. PAUL'S (Civil), ST. PAUL'S (Military), and ST. JOHN'S, the centre of the C.M.S. mission, with a college attached. In addition, there are a Medical Missionary Training Institute, a Baptist Mission, etc.

The AGRA COLLEGE, consisting of a high school, and a college proper with a total of over 1,000 pupils, owes its origin to a Maharajah Scindia, who, at the end of the 18th century, made over the revenues of certain villages to a Brahman, for educational and charitable purposes. On the latter's death he left these funds to the H.E.I. Company in trust, who with part of the money opened this College in 1835.

There is also a MEDICAL COLLEGE.

GENERAL VIEW FROM THE FORT DEIG
ANCIENT HINDU TEMPLE BINDRABUN
HINDU TEMPLE ON BANKS OF JUMNA (MUTTRA)
INTERIOR OF NUNDH BHOWUN (DEIG)
PHOTOGRAPHED BY BOURNE & SHEPHERD CALCUTTA BOMBAY & SIMLA
AGRA
CAWNPORE
VIA MUTTRA.

SECTION III.

AGRA TO CAWNPORE,

viâ Muttra (for Dig and Bindraban).

AGRA.

17 m. **ACHNERA** Sta. Junction E. for Rajputana.

40 m. **MUTTRA CANTONMENT** Sta. *R.* (tea and coffee). *D.B.* A short branch line runs from here to MUTTRA CITY Sta. (3 m.) and BINDRABAN (8 m.).

MUTTRA, an ancient town of 60,000 inhab. and a military cantonment, lies between Agra and Delhi on the right bank of the Jumna. At the present moment it can only be reached by train from **ACHNERA JUNCTION** (17 m. W. of Agra B.B. and C.I. Ry), or *viâ* **HATHRAS JUNCTION** (between Tundla and Delhi, E.I. Ry.), but a direct line from Agra to Delhi, and passing through Muttra, is being constructed.

Muttra is a very ancient city. At the end of the 4th century it was, according to the Chinese traveller Fa Hian, a great Buddhist centre, and 250 years later it still contained 20 Buddhist monasteries. Excavations in the Katra, Kankali, and other mounds have yielded numerous and valuable remains. For the last twelve hundred years the city has been one of the most holy spots amongst the Hindus. Its sanctity is due to its associations with Krishna. The birthplace of the god is at GOKUL, 6 m. down the river. Near it is MAHABAN, where is the so-called PALACE OF NANDA (Krishna's foster-father). Here will be shown the god's cradle, the churn of his foster-mother Yasoda, and other relics. There are numerous picturesque temples, but they are all modern. The city has many times felt the heavy hand of the invader. Mahommed of Ghazni in 1017, Sikandar Lodi about 1500, a governor appointed by Shah Jehan in 1636, and Aurangzeb about 34 years later, all sacked the place and destroyed the temples, but perhaps the most terrible visitation of all was that of the Afghans under Ahmed Shah Abdali in 1756. Nevertheless even at the present day Muttra is a great pilgrim centre.

[24 m. W. of Muttra is the town of **DIG.** Rather more than half-way, near the village of **GOVARDHAN,** is the hill, which Krishna suspended by one finger over some herdsmen, when Indra, to test the god's divinity, created a terrific thunderstorm. On the right is the burial place of the Rajahs of Bhurtpur.

At Dig accommodation can be obtained at the **Gopal Bhawan Palace,** for which application should be made

beforehand. This is one of a group of palaces built by Suraj Mall of Bhurtpur. Though never completed, the group is a particularly fine one, and the buildings are rich in detail.

½ m. from the Gopal Bhawan is the W. gate of the FORT. Dig is celebrated in later Indian history as the scene of General Frazer's victory over the army of Jaswant Rao Holkar in 1804.

BINDRABAN Sta. (8 m. from Muttra Cant. Sta. on a branch line) is famous as the place where Krishna stole the clothes of the Gopis (milkmaids) when they were bathing. There are numerous fine temples. Though none date from before the 16th century, they are very interesting, but for details the tourist is referred to Fergusson's Hist. Indian Arch.

69 m. **HATHRAS ROAD** Sta. Junction N. for Aligarh, S. for Tundla.

103 m. **KASGANJ** Sta. *R.* Junction. A short branch runs E. to Soron.

174 m. **FATEHGARH** Sta. *R.* *D.B.* A small Civil and Military Station on the banks of the Ganges. The old FORT here is now used as a gun-carriage factory.

207 m. **KA NAUJ** Sta. A very ancient city, once one of the most important towns in North India, and full of historic associations. Scarcely any traces of the ancient buildings remain, but the villagers frequently turn up coins and other curiosities as they pursue their calling.

256 m. **CAWNPORE** (Anwarganj Sta., B.N.W.R.).

SECTION IV.

MOGUL SERAI TO SAHARANPUR,

viâ Benares, Fyzabad, Lucknow, Bareilly (for Naini Tal, Raniket and Almorah), Najibabad (for Lansdowne), Laksar (for Hardwar, Dehra Dun, Mussoorie).

MOGUL SERAI Sta. *R.* Junction W. to Allahabad and Bombay; W. to Lucknow (*viâ* Rai Baréli); N.W. to Lucknow (*viâ* Patna); E. to Calcutta (*viâ* Gya).

10 m. **BENARES CANTONMENT** Sta. *D.B.*

Hotels. Hotel de Paris H.,* Clark's Family H.

Club. Benares C.

Bank. Bank of Bengal.

BENARES
AURANGZEB'S MOSQUE
MONKEY TEMPLE
WELL OF KNOWLEDGE
GOLDEN TEMPLE
PHOTOGRAPHED BY
BOURNE & SHEPHERD CALCUTTA BOMBAY & SIMLA

Chemists. Mather and Co., C. N. Dey and Co., Bhuttacharjee and Co., Mukerjee and Co., Unani Med. Hall., Star and Co.

Benares, or Kasi, a civil and military station on the banks of the Ganges, and the most sacred town in India, has a population of about 210,000. It is absolutely filled with pilgrims, beggars, temples and their retinues. All along the river are shrines and bathing ghats, where crowds of devotees will be seen performing their ablutions.

The principal shrine is the DURGA KUND, more commonly known as the Monkey temple. It is not ancient, being built a little more than 100 years ago by a Mahratta Rani in honour of Parbati. The legend is that a giant called Durga, having won the favour of Brahma, so increased in power that he dethroned Indra and all the other gods. These appealed to Siva, who commanded his wife to destroy the usurper. The fight was long and terrific, each assuming various forms, and invoking all kinds of assistance, but Parbati finally triumphed and slew Durga, after which she assumed his name.

The BISHESHWAR TEMPLE, equal in importance to the last, is dedicated to Siva, who is supreme over every person and thing within the limits of the Panch Kosi road. The various idols along this road are supposed to be watchmen. The chief is Bhaironath, the Kotwal or head police-magistrate, whose temple is about a mile away. Every night he is supposed to ride round the city on a dog, and at his temple will be found men selling little sugar dogs for offerings. The Bisheshwar temple, erected by a Maharani of Indore, stands in a roofed-in quadrangle, surmounted by a dome, tower and spire, which, being covered with gilded copper, have given the place the name of the "Golden" Temple. The so-called "Court of Mahadeo," containing numerous idols and emblems, stands outside the enclosure. Just beyond the temple is the SHRINE OF SANICHAR, near which is the temple of ANNAPURRA, a goddess reputed to feed the inhabitants of Benares.

This **Mosque of Aurangzeb** was built deliberately amongst the most holy Hindu shrines, and many a quarrel has arisen between the followers of the two religions in consequence. The minarets are tall and graceful, and from the top an excellent view can be obtained.

Between the mosque and the Bisheshwar temple is the **Gyan Kup,** or the "well of knowledge," an evil-smelling cesspool from the decaying flowers thrown into it as offerings. According to the legend, when Aurangzeb destroyed the

old temple, the idol was cast into this well by the priest, and this, coupled with the belief that Shiva lives here, gives the pool a peculiar sanctity.

Though Ala-ud-din in 1300 is said to have destroyed over 1,000 temples, and Aurangzeb, 350 years later, wrought havoc in Benares, there are said to be upwards of 1,500 temples still in existence, not counting numberless tiny shrines. Any detailed description, therefore, is impossible.

The visitor should not leave Benares without going past the ghats in a boat. The hotel proprietor will make the necessary arrangements. There are some fifty of these ghats, and notice can only be drawn to the most important. The most southern one is the ASHI Ghat, where the Ashi joins the Ganges, and a very sacred spot. The visitor should ask to have the SHIVALA Ghat and the KHALI MAHAL pointed out. It was from one of the little windows in the N. wall that Chait Singh escaped from Warren Hastings. At the KEDAR Ghat is a somewhat interesting temple to Siva, and near by is a well, the GAURI KUND, said to possess medicinal properties. The CHAUKI Ghat, where snakes are worshipped, comes next, and near by is the MANSAROVAR TANK surrounded by 60 shrines. The RANA Ghat is reserved for Mohammedans, after which comes the extremely picturesque MUNSHI Ghat. Three more ghats follow, and then the DASASHWAMEDH Ghat is reached. Here is where Brahma performed the ten-horse sacrifice, and here the visitor can conveniently visit the OBSERVATORY of Jey Singh, Rajah of Jeypur. Besides this there are four others, at Delhi, Muttra, Ujjain and Jeypur respectively, and when one looks at the clumsy instruments one marvels at the accuracy of the work of this king-philosopher. Passing the MAN MANDIR Ghat, and the BHAIRAVA Ghat, sacred to the Kotwal and his dog, already mentioned, the boat reaches the MIR Ghat, belonging to the Maharajah of Benares. Close by is a Nipalese temple, the NIPALI KHARPA, covered with indecent carvings. Behind it is a wrestler's college. Beyond again are the LALITA NIPAL and JAL SAIN Ghats, near which is the "Golden" temple. A ghat of peculiar sancity is the MANIKARANIKA, where is the well into which Mahadeo dropped his ear-ring, the CHARANAPADUKA, with Vishnu's footprints, and the TEMPLE OF TARKESHWARA, in which the idol is kept in water. The graceful minarets of Aurangzeb's mosque will suffice to point out the PANCHGANGA Ghat, so-called because five rivers are supposed to meet beneath it.

For the first ten or eleven centuries of the Christian era

Buddhism flourished at **SARNATH,** near Benares. Here are various interesting remains situated in what was once the "deer park." The great "Stupa" of Asoka, nearly 130ft. high, is a hugh pile of stone and bricks. The lower portion apparently contained eight statues of Buddha, but no trace of them remains. The foundations of an old Buddhist vihara are to be seen to the W. There was another stupa, but it was practically destroyed by Jagat Singh, a Dewan of the Maharaja of Benares, who used the bricks for new buildings. Other traces of the Buddhist faith are to be seen, and the place is of much interest to the antiquarian.

Other places of interest, if the visitor has time, are (i.) the NANDESHWAR KOTHI, one of the residences of the Maharaja, in which Mr. Davis, the magistrate in 1799, successfully defended himself with his wife and two children against the followers of Vazir 'Ali, the deposed King of Oudh. Though only armed with a spear, he managed to hold out till rescued in the nick of time by some cavalry. (ii.) The MAHARAJAH OF VIZIANAGRAM'S PALACE (at Belipur). (iii.) The MAHARAJAH OF BENARES' PALACE (at Ramnagar). The road leads past the Durga Kund Temple to Ramnagar Ghat. Permission to visit these palaces should be obtained beforehand.

The house in which Warren Hastings resided is still to be seen. At Sigra the C.M.S. have a Mission. Benares has several educational establishments, of which the chief are Queen's College and the Central Hindu College, affiliated to the Allahabad University.

42 m. **ZAFARABAD** Sta. For Jaunpur Civil Lines.

46 m. **JAUNPUR CITY** Sta. *R. D.B.* A town of nearly 43,000 inhab., and once the capital of the Shargi Kings of the 14th and 15th centuries, many of whom are buried here. The town stands on the banks of the Goomti, and contains many handsome buildings, and a fine fort, but there is nothing to detain the casual tourist.

121 m. **FYZABAD** Sta. *R. D.B.* Junction for Ajodhya and Baraitch.

Hotel. Graham's H. (close to railway station).

Club. Fyzabad C.

Banks. Oudh Commercial B.; Kashmiri B.; Ajodhya B.

Fyzabad (pop. 75,085), once the rival of Lucknow, a municipality, the headquarters of a Commissioner, and a considerable cantonment for British and native troops, is

situated on the banks of the Gogra, which is here a large river equal to the Ganges at Cawnpore. There are numerous temples and mosques, none of which, however, are of any special interest.

The **Mausoleum of the Bahu Begam** (widow of Shuja-ud-daulah, the second King of Oudh), who died in 1816, is worth a visit. The building, like most of those in Oudh, is stucco, and, though fine, has a rather tawdry appearance, but a splendid view of the city and the surrounding country can be obtained from the top.

Close by is the **Mausoleum of Shuja-ud-daulah,** but it is not so fine a building as the above.

Not far from the station is the MUSEUM. The CHURCH (St. Andrew's) is in Cantonments. The city is dirty, but the cantonments and European quarter are open and park-like, the roads being shaded by fine mangoes, tamarinds, sheshums, and other trees.

[**AJODHYA,** the Hindu Mecca, is about 6 m. from Fyzabad, and can be reached either by train or road. Viewed from Fyzabad, it appears to stand on a promontory jutting out into the river. Its foundation is lost in antiquity. It was the capital of the kingdom of Ram Chandra, and of Koshala, the country of the Solar dynasty, of whom Manu was the first king. On the dispersion of the Solar monarchs, the city became the headquarters of the Buddhist religion under Asoka and his successors. This was supplanted again by Brahmanism by Bikramajit and his descendants, who reigned for six and a half centuries, to be followed by the Sribástam and Kanauj dynasties, the last king of which, Jai Chand, died in 1193 A.D.

Not only is Ajodhya intimately bound up with the Hindu and Buddhist faiths—for Buddha was born at Kapila, near Gorakpur, and preached here—but it is also the birthplace of Rikhab Deo, the founder of the Jain religion.

The chief temple is the **Jnam Sthan.** About ¼ m. W. is Rama's birthplace. By it is a mosque, once a Hindu temple, and frequent fatal fracas between the two sects have been the result. In the last (1855) no less than 75 of the latter were killed, and lie in the cemetery hard by. The Hindus now are required to make their offerings outside the railing.]

209 m. **LUCKNOW** (Charbagh Sta.). *R.* Junction. N. (Rohilkund-Kumaon Ry.) to Sitapur, Kheri, and Bareilly; E. (Bengal, North-Western Ry.) to Gonda, Baraitch, and Gorakpur; S.E. to Benares and Mogul Serai (direct *viâ* Rai Bareilly); W. to Cawnpore (for Delhi, Agra, Bombay); N.W. to Bareilly (for Kumaon Hills), Laksar (for

Hardwar, Dehra Dun, and Mussoorie), Saharunpur, and N.W. India.

Hotels. Royal H.,* Imperial H.,* Civil and Military H*., Prince of Wales' H.

Clubs. United Service C. (Chutter Munzil, Civil Lines, residential), Mahomed Bagh C. (cantonments).

Banks. Allahabad B., London and Delhi B., Bank of Bengal, Bank of Upper India.

Chemists. Peake, Allen and Co., Kidd and Co.

Newspapers. "Indian Daily Telegraph" (daily), "Express" (weekly).

Lucknow, the capital of Oudh, is the fourth largest city in the Indian Empire [264,049 *inhab.*], and is built on the banks of the Goomti. Though beautiful and well laid out with trees and parks, the chief interest lies in the Residency and all connected with the Mutiny. The buildings are to a great extent bizarre, and are constructed of brick covered with stucco. In the daytime they often look tawdry and dilapidated, but, under a full moon, the Chutter Munzil, La Martinière College, the Kaiserbagh, and other edifices, present a most enchanting aspect. In addition to being a most important Civil Station—with a Government House, where the Lieutenant-Governor of the United Provinces spends a considerable part of the cold weather, with a Commissioner and Judicial Commissioners—there is a large garrison consisting of one battery R.F.A., one battery R.H.A., one British Cavalry and two British Infantry regiments, one Native Cavalry and one Native Infantry regiment, besides numerous members of the Royal Engineers, R.A.M.C., etc., and a strong body of Volunteers.

Cantonments lie almost entirely to the S. of the station and contain nothing of interest from the sight-seer's point of view, save DILKUSHA, which can be visited after seeing LA MARTINIERE COLLEGE. Near the General's House is the MAHOMED BAGH CLUB, with polo and cricket grounds, etc., while, in the extreme S.E. of Cantonments is the RACECOURSE.

The Residency, famous for its historic siege, and hallowed in the eyes of every Englishman, lies, as the crow flies, rather more than 2 m. due N. of the railway station (Charbagh). The visitor should drive down the HAZRAT-

GANJ (the centre of the European shops). On the way he will pass the POST OFFICE, close by which Hodson, the gallant leader of Hodson's Horse, was shot. Further on, on the opposite side, stands the ROMAN CATHOLIC CHURCH, beyond which again on the traveller's left is the ZENANA MISSION. The C.M.S. have a good mission church at ZAHUR BAKSH, about 200 yards to the W. Continuing, the carriage will pass the **Kaiser Bagh**, a modern, though somewhat dilapidated, stucco building, not unlike one of the large colleges at Oxford or Cambridge. On well-kept grassy mounds, facing the road, are two tombs. The larger is that of Saadt Ali Khan, King of Oudh, 1798—1814, and the other that of his wife, Murshad Zadi.

Within the Kaiser Bagh is the CANNING COLLEGE (for natives), and the BARAHDARI, in which fine hall the Talukdars, or "Barons" of Oudh, are wont to entertain the European inhabitants on great occasions.

Further on is NEILL'S GATE, named after the gallant Brigadier-General Neill.

A visit should then be paid to the MUSEUM (Ajaib-Ghar or Wonder-House), which, with the CHOTA CHUTTER MUNZIL (now Government offices), and the BARA CHUTTER MUNZIL (United Service Club), form a handsome set of buildings. In the Museum are some excellent archæological, artistic, and natural history collections, and it is certainly one of the finest provincial museums in India. It contains an excellent model of the Residency, as it was just before the siege, and for this reason alone is well worth a visit. In addition the authorities here have a depot for curios of all sorts, and the tourist who wishes to pay a fair price without the trouble of bargaining would do well to call.

On the other side of the road are the NEW LAW COURTS. From here the road runs almost straight past the OLD LAW COURTS on the left, and the TEHRI KOTHI (now the residence of the Judicial Commissioner) on the right, up to the **Baillie Guard Entrance** of the Residency.

THE RESIDENCY, with its surrounding buildings, stands on raised ground overlooking the Goomti. In front of the Baillie Guard Gateway stands an obelisk, erected by Lord Northbrook to the loyal native troops, officers and men who were killed in the siege. On the left, after passing through, will be seen DR. FAYRER'S HOUSE, in which Sir Henry Lawrence died, while on the right is the HOSPITAL. The RESIDENCY proper is a beautiful ruin, standing on the plateau, with the Union Jack flying from

the tower. Just before reaching it is a building, within which is a splendid model of the Residency as it was just before the siege began. There is an old mutiny veteran, who was through the defence, and who acts as guide. It is well to engage him if it is desired to thoroughly grasp the story, as the place is so totally altered by the destruction of the buildings and the growth of the trees, that it is most difficult for the visitor to make out the positions. In this house are the tykhanas (cellars), which before the mutiny contained a fine library and were sumptuously furnished, and during the siege served as a refuge for the women and children. The lines of defence are marked out by various pillars and tablets, giving the names of the positions. It is useless giving these in detail; a study of the model before going round will simplify matters, and from the top of the tower an excellent panorama can be obtained. The gardens are lovely, and the whole is kept, as it should be, in beautiful order. Round the main building are some of the guns of H.M.S. Shannon, and numerous monuments, the granite obelisk in front being erected in 1898 by the 1st Battalion of the Duke of Cornwall's Light Infantry, the old 32nd, to commemorate the part their regiment played in the siege. The CEMETERY lies just N. of the main building. Into this lovely spot, holding the remains of our hallowed dead, only the European may enter. Numbers of graves, including those of Sir Henry Lawrence, Major-General Neill, Polehampton, the Civil Chaplain, and others are to be seen, shaded by the dark evergreens. Of the CHURCH but little remains, the building having been destroyed by the enemy after our evacuation. In the main building will be seen the room in which Sir Henry Lawrence was wounded, and a breach in the wall, said to have been caused by the shell. To the N.E. of the tower, and not far from the Redan Battery, will be seen the **WATER GATE**, overgrown with creepers, from which the gallant Kavanagh set forth on his famous mission.

The following brief account of the siege will serve to refresh the memory as to what took place, but for more detailed accounts the enquirer should read such standard works as "Lucknow and Oudh in the Mutiny," by General McLeod Innes, R.E., V.C., and the histories by Kaye and Mallison. There is an excellent "Guide to Lucknow," by E. Hilton, an old Martinière boy, who went through the siege, and "How I won the Victoria Cross," by James Kavanagh, V.C., which show clearly the terrible times through which the besieged passed.

The first actual outbreak occurred at the Mousa Bagh

on the 3rd May, when the 7th Oudh Irregulars mutinied. Major Gall, with some of the 4th Irregular Cavalry, got up just in time to save a massacre of the officers, followed by Sir Henry himself with troops, which overpowered the mutineers. A few days after, in open Durbar, Lawrence harangued the troops, promoted two native officers who had warned the authorities, and staved off the rising. But none knew better than Lawrence that a mutiny was imminent. He collected food and ammunition within the Residency, and took every precaution that he could to be ready for the storm, which broke on the 30th May.

At first the garrison held not only the Residency but the MACHCHI BHAWAN, to the N., commanding the IMAMBARAH and the bridges over the river; but, on the 1st July, it was blown up and abandoned. On July 2nd, Sir Henry was wounded, and died two days later, leaving Colonel Inglis, of the 32nd, in military command, and Major Banks, Chief Commissioner. The desertion of the coolies and most of the servants was a heavy loss to the garrison, who had to do all the menial work themselves. Day after day the siege continued, with attacks and counter-attacks. On the 20th July the enemy made a desperate assault after firing a mine near the Redan. Providentially it did no harm, but the rebels, not knowing this, advanced from all sides with much courage and were mown down by the British, and their leaders shot. On the 25th July a letter was received telling them of the approach of Havelock's force, but there were no signs of it, and in the meantime the enemy were busy with their mines, which took all the skill and energy of Captain Fulton, R.E., and his men to prevent exploding. Between the 10th and the 20th August numerous explosions were effected on both sides, but those of the rebels did comparatively little harm. On the 20th, Johannes's House was blown up with some 70 of the enemy, including the notorious African, known as "Bob the Nailer," from his skill with the rifle. According to other accounts this man was bayonetted, with a number of his comradės, by a party under Lieut. Macabe, of the 32nd. Nine days later a letter was received from Cawnpore to say that the relief would take place in three weeks. On the 5th September another furious onslaught was made by the rebels without success, and nine days later Captain Fulton, to whose skill the besieged owed it that they were not blown up, was killed by a cannon shot. On the 23rd the guns of the relieving force were heard. Gradually Outram and Havelock's men forced their way through the crowded streets, and finally, with a loss of 700 officers

SARUS CRANE [Grus antigone].

COTTON TEAL [Nettopus coromandelianus].

POND HERON [Ardeola grayi].

and men, including Brigadier-General Neill, besieged and relievers met on the evening of the 25th. Though the relief had been effected, it was found impossible to evacuate the place, and both armies were now surrounded. The rebels had, however, been driven out of the Tehri Kothi, Farhat Baksh Palace, and the Chutter Munzil. From this time forward the garrison often assumed the offensive and extended their position, but they were unable to open up communications with the Alum Bagh, where 300 men with four guns had been left to defend the baggage and ammunition. Sir Colin Campbell reached this place on the Cawnpore road on the 10th November, and it was then that Kavanagh did the gallant deed for which he will ever be held in remembrance. The direct route through the city proving impracticable, Sir Colin moved round by Dilkusha, the Martinière, and the Secundra Bagh, driving the rebels before him as he went. In the last place, a walled enclosure near the Shah Najaf, over 2,000 native Sepoys were bayonetted. The Shah Najaf was taken by Peel's Naval Brigade and the 93rd. On the 17th the Kurshaed Munzil—the 32nd Mess House, now the Girls' Martinière—was stormed, and on the same afternoon at this place the meeting took place between Outram, Havelock and Sir Colin Campbell. A brick pillar marks the historic spot. The Residency was then evacuated, and the force retired to Dilkusha, where, on the 29th November, General Havelock died of dysentery and was buried at the Alum Bagh.

After leaving the Residency the visitor should direct the driver to take him to the **Great Imambarah.** The road runs parallel with the river, and shortly after passing an iron bridge painted blue, and a railway bridge, he will see the Imambarah and adjacent buildings, hidden more or less by an eminence on the left, the remains of the **Machchi Bhawan Fort,** blown up by the British on the 30th June, 1857, as they could not hold it, and it commanded the Residency.

The GREAT IMAMBARAH lies just beyond. It is composed of two fine quadrangles, the entrance to the first being on the left of the road.

Passing through the first court the visitor mounts a flight of steps, and enters, under a gateway, into the second court. Straight before him stands the great hall, 163ft. by 53ft. On the right is a handsome mosque, and to the left is picturesque "baoli." Though the work is stucco, and somewhat tawdry by daylight, the general design is fine, and under the light of a full moon the place is most beautiful,

From the roof of the Imambarah a fine view over the city is obtained.

Leaving the Imambarah the road continues under the RUMI (or Constantinople) GATE, ½ m. to the W. of which is the **Jumma Musjid,** the most handsome building in Lucknow. The road leads past the **Clock Tower Gardens,** a fine set of gardens, with a clock tower, tank and various buildings, including a fine hall, in which are portraits of the Kings of Oudh.

Not far from the Jumma Musjid is the HUSAINABAD IMAMBARAH, built by Muhammed 'Ali Shah in 1837 as his burial place. It is a somewhat fantastic building, and fitted with chandeliers and looking glasses. Here may be seen the King's throne of beaten silver, and the Queen's divan with solid silver supports. During the festival of the Mohurram, all these buildings are lit up with innumerable small lamps, and the scene at night, with the crowds of devotees, and the illuminations, is most striking.

From here it is a short drive to the **Chauk,** the resort of the silversmiths and the jewellers. He who wishes to visit the native in his haunts, and does not object to smells and dirt, should go down the Chauk, but he will have to walk, unless he can get the loan of an elephant, a difficult matter for a tourist.

The visitor will now return by the same road. Just after he passes the Imambarah, he will see an old brick masonry bridge much ruined. The iron bridge, further on, was brought from England by order of the King, Ghazi-ud-din Haider, to replace it. After passing the Residency he will see a bungalow, the TEHRI KOTHI, now the residence of the Judicial Commissioner and occupied by the rebels during the siege. Just beyond is the **Chutter Munzil,** or Umbrella Palace. It was built by Nazir-ud-din as a palace, and is now the United Service Club.

Keeping along by the river, the road passes BRUCE'S BRIDGE, where there is a small temple and innumerable monkeys. A little way further on enclosed, on the side towards the road, by a high wall is the MOTI MAHAL, or Pearl Palace. Just beyond, on an eminence to the right, is a castellated building, the **Kurshaed Munzil.** Before the siege it was the regimental mess of the 32nd, now the 1st Batt. Duke of Cornwall's Light Infantry. It is now a girl's school. In the grounds is a stone showing the spot where Outram and Havelock met Sir Colin Campbell.

Continuing his way parallel with the river, the tourist will next see on his left a yellow building, ornamented with blue and white. This is the **Shah Najaf,** built in 1814 by

the King Ghazi-ud-din Haidar, and now his tomb. Beyond this, on the left, are the **Horticultural Gardens.** The visitor can walk through these, telling the carriage to wait for him at the further exit. Beyond the Horticultural Gardens are the ruins of **Secundra Bagh**. It was in here that a number of the rebels encamped, and were surrounded by the British. Earl Roberts, in his "Forty-one Years in India," gives a graphic description of the taking of this place. A breach in the wall was made, and the place rushed. Being caught in a trap, the enemy fought desperately and the attackers sustained heavy loss, but eventually every one was bayonetted, save two or three who are said to have got out by a small door on the river side.

The road then leads through the **Wingfield Park,** a most beautiful set of gardens, ornamented by marble pavilions and statues.

Turning to the right after leaving the Wingfield Park, the visitor can return to the Hazrutganj and the hotels, passing CHRIST CHURCH on the way.

Turning to the left, the road crosses a nullah, known as Haidar Ali's canal, and enters the Martinière Park. A drive of about ¾ m. brings the visitor to **La Martiniere College.** This building, originally called "Constantia House," was built by General Claude Martin, the son of a cooper of Lyons. Originally a soldier in Lally's army, he became a servant of the East India Company, and rose to be a captain. In 1776 he entered the service of the Nawab, and on account of his influence in Lucknow the Company not only allowed him to retain his rank, but gave him regular promotion until, at the time of his death in 1801, he was a Major-General. The Building, though very irregular and bizarre, is fine, and the chief rooms and chapel have handsomely ornamented ceilings. The tourist should call on the Principal (Mr. T. G. Sykes, B.A.), and ask permission to visit the tomb of the founder and to ascend to the top of the tower, whence on a clear day a magnificent view of Lucknow is to be obtained. In front of the building is a large tank with a tall tower in the centre. Close to a small tomb, said to be that of a wife of General Martin, is the grave of Hodson, and there, in the park, are the graves of other officers who were killed in the Mutiny. The school contains about 250 boys, of whom 100 are foundationers, 20 demi-foundationers, and the rest boarders with a few day scholars. Their volunteer corps dates from the Mutiny, and is now three companies. In the Residency is a post called the La Martinière Post, after its defenders. Until about 1896, when extensive repairs were carried out, the bullet

marks of the belligerents were to be seen in the ornamentation of the chapel.

Driving past the tank and crossing the railway lines, the ruins of **Dilkusha** (the Palace of the Heart's Delight) will be reached. The place, which stands in pretty gardens and is well worth sketching, is chiefly renowned as the place where Havelock died.

This gallant General's tomb is at '**Alum Bagh,** a most uninteresting spot about 1¼ m. along the Cawnpore road, beyond the Charbagh Station. It was here that Outram took up his position when Sir Colin Campbell made good his retreat with the women and children.

240 m. **SANDILA** Sta. *D.B.*

273 m. **HARDOI** Sta. *R. D.B.*

312 m. **SHAHJEHANPORE** Sta. *R. D.B.* Junct. Civil station and military cantonment of between 70,000 and 80,000 inhab.

355 m. **BAREILLY** Sta. *R. D.B.* Junction. N. for Kathgodam (for Naini Tal, Almora, and Raniket), see below; W. for Chandausi and Aligarh; S.E. (by R. and K. Ry.) to Philibet, Sitapur and Lucknow; N.W. for Saharanpur and the Punjab.

The chief city in Rohilkund with a considerable civil and military population.

It is an extremely pleasant place socially, but there is nothing of interest to detain the mere sight-seer.

Banks. Bank of Upper India, Allahabad B.

[To **KATHGODAM** (for Naini Tal, Almora and Raniket).

BAREILLY.

12 m. **BHOJEEPURA** Jnct. S.E. to Lucknow, *viâ* Philibet and Sitapur.

66 m. **KATHGODAM** Sta. Terminus. *R.*

Hotel. Railway H.

(*a*) To **NAINI TAL BREWERY** (by cart road), 14 m. Reserved tongas, Rs.12, single seat Rs.4 8 an.; ekkas, Rs.5; coolies, 7 an. (By bridle-path 9 m.)

(*b*) To **ALMORA** or **RANIKHET.** By pony, Rs.7 8 an.; by dandy, Rs.3 2 an.

For tongas, etc., and further details, application should be made to the Tonga Superintendent (Kathgodam), or Messrs. Smith, Rodwell and Co. (Naini Tal).

NAINI TAL (6,500ft.).

BRAHMIN AT PRAYER.

MALWA JAIN PRIEST.

Hotels. Grand H.,* Metropole H.,* Hedingley H., Buttress Castle, Langham's H., Waverley H.*
Club. Naini Tal C.

Banks. Allahabad B., B. of Upper India, Oudh Commercial B.
Chemists. E. Morrison and Co. (Assembly Rooms), Bird and Co.

Naini Tal is the summer headquarters of the Government of the United Provinces. It is a picturesque spot, with a pretty lake on which there is a sailing club, surrounded by high hills. There are the usual shops and buildings to be found in a hill station.

All the amusements are carried on at the ASSEMBLY ROOMS, where there is a STATION LIBRARY. There is a CLUB, CHURCH (St. John's in the Wilderness), various educational establishments, and a good hospital.

A terrible landslip occurred here on the 18th September, 1880, sweeping away many buildings with their inhabitants, and rather more than twenty years after another bad slip occurred at the Brewery. Precautions, however, have been taken to prevent further bad accidents, so far as is possible, and Naini Tal seems to gain rather than lose in popularity each year.

To **RANIKHET** and **ALMORA** from Naini Tal. KAIRA, *D.B.*, 12 m.; RANIKHET, *D.B.*, 30 m.; MAYKALI, *D.B.*, 38 m.; ALMORA, *D.B.*, 54 m.

Thence back from Almora to PEORA, *D.B.*, 9 m.; RAMGARH, 21 m.; NAINI TAL, 34 m.

Or the trip can be reversed.

The cart-road to Ranikhet is about 60 m. Excursions can also be made to the **KUMAON LAKES,** where fishing may be obtained.

The lakes are BHIM TAL, 12 m. from Naini Tal. *D.B.* and small hotel; NANKATCHIA TAL, 3 m. from Bhim Tal; Malwa Tal, *D.B.*, 10 m. from Bhim Tal.

ALMORA (5,500ft.). *D.B.* A small hill-station, with 2 battalions of Gurkhas.

[**ALMORA TO PINDRI GLACIER.** 6 marches. Dak Bungalows on the way, but without attendance or supplies. Arrangements must be made with the Deputy Commissioner, Naini Tal, or the Deputy Commissioner, Almora, for conveyance and coolies. The best time is about the beginning of October.]

RANIKHET (6,000ft.). *D.B.* A small hill-station and hot weather sanitarium for British troops.]

410 m. **MORADABAD** Sta. *R.* *D.B.* Accommodation at station on application to station master. Junction. W. for Ghaziabad, S. for Chandausi.

Hotel. Imperial H.

A town of nearly 74,000 inhabitants, with the usual civil officers, situated on the Ramganga River.

NAJIBABAD Sta. *R.* Junction for **KOTWARA** Sta. *D.B.* The terminus for **LANSDOWNE,** a small military hill station, 18 m. distant by bridle-path. Riding ponies, dandies and coolies can usually be obtained at Kotwara, provided notice is sent to the Forwarding Agent.

About a mile from the station the Khob River has to be forded, and during the rains it is sometimes impassable for days.

The rates for transport up to Lansdowne are: Riding pony, Rs.6; hire of dandy, Rs.1; each dandy coolie, 8 an.; luggage, Rs.1 per maund.

497 m. **LHAKSAR** Sta. Junction. N. for Hardwar and Dehra Dun (for Mussoorie).

[**LHAKSAR** Sta.

16 m. **HARDWAR** Sta.

This is a most ancient and sacred town of about 28,000 inhabitants, at the base of the Siwaliks, where the Ganges enters the great plain. It is a most beautiful spot.

Every year, about the end of March, there is a great bathing festival, during which the police are kept busy seeing that no one is drowned or crushed by the crowd of pilgrims. Every twelfth year is the great feast of the Kumbh-mela, when as many as 300,000 pilgrims assemble. In the old days regular pitched battles between the various sects used to occur, and the loss of life at times was fearful.

There are numerous temples, which, though picturesque, are of no special importance. The most interesting, perhaps, are those of MAYA-DEVI and of SARVANATH—outside which is a statue of Buddha under the "Bo" tree showing the former prevalence of Buddhism—and of GANGADWARA near the bathing ghat. This place is connected with DAKSHA'S SACRIFICE. The actual spot is supposed to have been where the TEMPLE OF DAKSHESHWAR now stands, about 2½ m. below the ghat. To this sacrifice Daksha neglected to invite Shiva. Sati, his wife, went,

and, in disgust at the disrespect shown her husband, walked away to the bank of the Ganges. Here she was consumed by her own splendour, and Shiva, in anger, created out of his mouth Vira-Bhadra, who decapitated Daksha and threw the head on to the fire. The body was restored to life, but, being without a head, Shiva replaced it with that of a ram.

48 m. **DEHRA DUN** Sta. *D.B.*

Here the traveller alights for Rajpur and Mussoorie.

Dehra lies in the lovely valley of the Dun, between Siwaliks and the outer Himalayas, at an elevation of about 2,300ft.

This climate, though warmer than that of hill-stations near by, is excellent. There is a GOVERNMENT FOREST SCHOOL here, and a small cantonment, as well as a civil station. Besides the English Church, there are various Chapels and the American Presbyterians have a Church and Mission here.

From Dehra Dun it is 6 m. to **RAJPUR** (3,000ft.). *D.B.*

Hotels. Prince of Wales' H., New H., Victoria H.

Tongas from Dehra to Rajpur, Rs.5.

Application for tongas, ekkas, etc., should be made beforehand to the various hotel proprietors, or to Messrs. Smith, Rodwell and Co., Mussoorie.

From Rajpur it is a 6 m. steady climb to Mussoorie. The scenery, however, is most beautiful. It is better to advise the hotel proprietors to make arrangements for dandies, rickshaws, ponies and coolies in case of a rush up the hill.

About half-way is **JERRIPANI** (5,000ft.), where soda, lemonade and light refreshments can be obtained.

MUSSOORIE (6,000ft.—7,000ft.), with its higher neighbour **LANDOUR,** a military sanitarium, is situated along the crest of the outer ridge of the Himalayas, overlooking the valley of the Dun and across the Siwaliks to the plains beyond.

Hotels. Charleville H.,* Savoy H.,* Mussoorie H.

Boarding Houses. Zephyr Hall,* Holland House,* Woodville, Kenilworth, and many others.

Club. Himalaya C. (residential).

Banks. Alliance Bank of Simla, Delhi and London B., B. of Upper India.

Chemists. Fitch and Co., Samuel and Co., J. A. Keogh.

Mussoorie is very beautiful, though the scenery is not equal to that of some other hill stations. It is purely a summer resort. There are no buildings of interest architecturally. Most of the buildings, the Church included, lie along the MALL, under the CAMEL'S BACK, at the back of which a circular road runs, passing the CEMETERY. The Library is beyond the Church at the end of the Mall. When the band plays, Society gather here and have tea, etc., on the verandah of the CRITERION RESTAURANT. The RINK is the great place for amusements, concerts, theatricals, etc. Pleasant excursions can be made to the MOSSY FALLS (about 4 m.), and to the KEMPTI FALLS (6 m.) beyond the HAPPY VALLEY. Though very pretty, these falls are not to be compared to those seen in many parts of Europe.

LANDOUR (7,000ft.—8,000ft.) is a summer hill-station for troops, about 1 m. S.E. of Mussoorie.

At both these places there are numerous educational and religious establishments.

(*a.*) From Mussoorie an excellent mountain road goes to CHAKRATA and thence to SIMLA.

The following are the stages to Chakrata;—

16 m. LAKWAR. *D.B.* 22 m. NAG THAT (P.W.D. Bungalow). 27 m. CHERRANIPANI. *D.B.* 38 m. CHAKRATA. *D.B.*

(The traveller can only count on accommodation at (1), (3), and (4), and in the fine season it is well to take tents, in case the bungalows are full. Meals are supplied at these bungalows, but extras, and something to eat on the march, should be taken.)

(*b.*) From Landour a road runs through TEHRI GARHWAL to GUNGOOTRI and BADRINATH, where the Ganges issues from the glacier. Those who are fond of fine scenery, and can rough it to some extent, will find it a splendid trip. It occupies about a month to do it comfortably there and back. Tents and provisions must be taken. There are bungalows here and there, but the less said about most of them the better. The tourist should make full enquiries as to details in Mussoorie.]

508 m. **ROORKEE** Sta. *D.B.*

A civil station, with headquarters of the native sappers and miners. Through here runs the GANGES CANAL, which starts at Hardwar. There are the usual buildings, also a METEOROLOGICAL OBSERVATORY, BOTANICAL GARDENS and the THOMSON CIVIL ENGINEERING COLLEGE — practically the Indian "Cooper's Hill."

SAHARANPUR Sta. *R. D.B.* Junction. S. for Meerut and Ghaziabad; N.W. for Umballa, Lahore and Peshawur.

Hotel. Maiden's H.*

A municipality with a population of about 64,000. There are fine BOTANICAL GARDENS, which are worth seeing, if the visitor is delayed here for any time. The headquarters of the JUMNA CANAL are at Saharanpur.

[*A*. **DEHRA DUN** (42 m.), *viâ* the MOHUN PASS. *D.B.* Since the railway from Lhaksar to Dehra has been opened the regular tonga service has ceased.

B. **CHAKRATA,** a military sanitarium, is 77 m. distant by road. The road is more or less level to **KALSI,** *D.B.*, a lovely spot overlooking the junction of the Jumna and the Arson, after which it is a stiff climb by the cart road to Chakrata.

Arrangements should be made with Messrs. Smith, Rodwell and Co. (Mussoorie and Dehra Dun).

There are other *D.B.'s* between Saharanpur and Chakrata, but no supplies.

CHAKRATA (7,000ft.), *D.B.*, is divided into two parts, CHAKRATA proper and KAILANA, by a narrow neck on which stands the CHURCH. The *D.B.* is rather more than a mile from the Church on the Kailana side. From here an excellent mountain road runs E. to Mussoorie, and W. to Simla. The following are the stages on the Simla Road. The road is good, but accommodation is scanty. Tents, provisions, and servants should be taken.

Chakrata to KANIPANI (15 m.), Forest *B.*; TAKNILANI (26 m.); MANDROIT (36 m.); MUNDAL (45 m.), *D.B.*; TIKREE (50 m.); PEONTREE (57 m.); CHEPAL (67 m.); PATEMALLA (77 m.); DHAR (83 m.); SYNG (90 m.); FAGU (98 m.), *D.B.*; SIMLA (110 m.)]

[*C*. Branch to **GHAZIABAD,** *viâ* **MEERUT.**

SAHARANPUR Sta.

60 m. **SARDHANA** Sta. *D.B.*

A certain amount of interest hangs over this place as being connected with the famous, or rather infamous, French adventurer, Sombre, or Sumroo Sahib. While in the service of Mir Kasim, the Nawab of Bengal, he murdered sixty English prisoners at Patna. After leaving him and serving under Bhurtpur, he joined Najab Khan, and died in 1778.

His Begam, who succeeded him, afterwards married another Frenchman, Le Vasseau, who committed suicide, when she ruled until her death. Her portrait, with those of other interesting men of the time, are to be seen in the KOTHI DILKUSHA.

There is a R.C. Cathedral here, and a R.C. College, endowed by the Begam, who was a Roman Catholic.

67 m. **MEERUT CANTONMENT** Sta. *D.B.*

Hotels. Empress H., Meerut H.

Club. Wheeler C.

Bank. B. of Upper India.

Chemists. Imperial Medical Hall, New Medical Hall.

Meerut is a civil station (pop. 118,129), and one of the large northern cantonments, and is noteworthy as being the scene of the first outbreak of the mutiny in Upper India.

70 m. **MEERUT CITY** Sta.

98 m. **GHAZIABAD** Sta. *R.* Junction. W. to Delhi, E. to Moradabad, S.E. to Tundla, Cawnpore, Allahabad and Calcutta.]

NILGAI [Boselaphus tragocamelus].
INDIAN JACKAL [Canis aureus].

67. m. **RAJPURA** Sta. *D.B.* Junction: W. to Bhatinda, S.W. to Patiala.

83 m. **SIRHIND** Sta.

An ancient city, and in the 16th and 17th centuries a most flourishing city, but it has since fallen into decay. At **Rupar,** 20 m. distant, is the commencement of the GREAT SIRHIND CANAL, the largest irrigation canal in the world.

121 m. **LUDHIANA** Sta. *D.B.* Junction for Dhuri and Jakhal.

This place is of chief interest as being near the famous battlefields of the 1st Sikh war, **Moodki, Ferozeshah, Sobraon,** and **Aliwal**.

129 m. **PHILLOUR** Sta. *R.*

153 m. **JULLUNDER CANTONMENT** Sta. *R.* (tea and coffee). *D.B.* Jullundar C. Branch of Punjab Banking Co.

205 m. **AMRITSAR** Sta. *R.* *D.B.* Junction. N.E. to Pathankot (for Dalhousie).

Hotels. Montgomery H., Amritsar H.

Bank. Commercial Bank of India.

Chemist. Practitioners' Medical Hall (Dr. Lachman Das).

AMRITSAR, the headquarters of the Sikhs, is the third largest city in the Punjab, with a population of 136,000. It was founded in 1574 by the Sikh Garu, Ram Das, and, in addition to its religious notoriety, is an important commercial and manufacturing town. The chief industry is carpet making, the factory being the largest in India.

The glory of Amritsar is the **Darbar,** or GOLDEN TEMPLE, which takes its name from having been covered over by sheets of gilded copper by Ranjit Singh in 1802. It stands on a platform in the centre of a beautiful tank, and is reached by passing under an arch and along a marble causeway. Round the tank is a marble pavement. The general shape of the shrine is rectangular. The lower portion is of marble, beautifully ornamented and pierced on each side by four silver doors, whence short passages lead into a richly decorated vaulted central chamber. Above the temple is a dome, with smaller ones at the angles ensheathed in gilt copper plates bearing inscriptions from the "Granth." Before leaving the visitor should ask to see the sacred jewels.

Surrounding the place are buildings called **Bungahs,** in which the great chiefs reside when they come to worship. N.W. is that of TAKHT AKAL BUNGAH SAHIB, with a gilt dome, built during the time of Arjun, the fifth Guru. Here is shown the sword of the Guru Govind.

S. of the enclosure is the DARBAR GARDEN, containing pavilions, fruit trees and the KAULSAR TANK. At the S. end is the beautiful ATAL TOWER, dedicated to Atal Rai, the younger son of Har Govind, a man credited with supernatural powers, and regarded as a saint.

N.W. of the city is the **Fort of Govindgarh**, garrisoned by a small force of British troops. It was built by Ranjit Singh in 1809, after designs by French engineers.

The CHURCH (St. PAUL'S) is close to the *D.B.* There are several fine tanks, and some mosques, which are not of sufficient importance to mention in detail.

[If the visitor is staying in Amritsar he should pay a visit to **Taran Taran.** *D.B.* (14 m. distant). The charge for a Shigram is Rs.15.

The TEMPLE and TOWER stand by the side of a magnificent tank, which is supposed to cure lepers who can swim across it. Guru Arjun, who resided here, is said to have been a leper, hence probably the virtues assigned to the place.

[From Amritsar to **PATHANKOT** Terminus is 67 m. *R. D.B.*

From here to **DUNERA,** 28½ m. by tonga.

Charges: Tonga (special), Rs.15; (family), Rs.19; (seat in mail), Rs.7.

Ekka, to **DALHOUSIE** direct, Rs.7 an.4.

From **DUNERA** to **DALHOUSIE** is 23 m.

Charges: Rickshaw or Pony, Rs.5; Dooly (6 bearers), Rs.9 an.12; Rickshaw (with 4 bearers), Rs.7 an.8; Baggage Coolie, an.12 p.6.

For particulars apply to Messrs. Dinshaw and Co. (Pathankot and Dalhousie).

DALHOUSIE (7,700ft.) is a very beautiful hill station.

Hotels. Strawberry Bank H., Springfield H., Bull's Head H., Balun H.

Bank. Punjab Banking Co.

From Dalhousie excursions can be made through most lovely scenery to **CHAMBA,** 12 m., and the **KANGRA VALLEY,** 24 m., a great tea-growing centre.]

234 m. **MEAN MEER** (East) Sta. This is the cantonment portion of Lahore.

237 m. **LAHORE** Sta. *R. D.B.* (2 m. from Sta.). Junction. S.W. to Mooltan and Karachi. N.W. to Rawalpindi and Peshawur.

Hotels. Nedou's H., Charing Cross H., Royal Victoria H., Hindu H., New Victoria H.

Boarding Houses. Hillier's, Caversham.

Club. Punjab C.

Banks. B. of Bengal, Alliance B. of Simla, Punjab Banking Co., Punjab National B., Commercial B. of India.

Chemists. Plomer and Co.

Newspaper. Civil and Military Gazette (Daily).

LAHORE (population 176,000) is the capital of the Punjab, the headquarters of the Punjab Government, an Episcopal See, and a municipality, and lies about 1 m. E. of the river RAVI. It is an ancient city, but did not rise to importance until the reign of Akbar.

Arjun Mall, the Sikh Guru, and compiler of the Adi Granth, died a prisoner here during the reign of Jehangir. Under Ranjit Singh, the "Lion of the Punjab," the city recovered from the decay into which it had fallen after the ravages of Ahmad Shah Durani.

Civil Lines lie to the S. of the city and railway station, in the sections known as ANAR KALI and DONALD TOWN.

The **Tomb of Anar Kali** ("Pomegranate Blossom"), the favourite of Akbar's harem, is an octagonal building surmounted by a dome, and was for many years used as the Station Church. The cenotaph is of white marble. It is said that she was beloved of Salim, Akbar's son, and indiscreetly smiled when he entered the harem on one occasion. The error cost her her life, and she was buried alive.

Near the tomb are the GOVERNMENT OFFICES and the VICTORIA JUBILEE HALL. N.E. of the latter are the POST OFFICE LIBRARY, JUBILEE INSTITUTE, the BANKS, SCHOOL OF ART, and the MUSEUM, or Aghaib Ghar, which is well worth a visit. In front of the

building is the great gun, ZAMZAMAH, known to all the readers of "Kim."

E. of these buildings is the CATHEDRAL, to the N. of which, about ½ m. away, lie the various hospitals and the MEDICAL SCHOOL.

The City and Fort are extremely picturesque, and well worth seeing. Entering by the DELHI GATE, the tourist approaches the MOSQUE OF VAZIR KHAN, built in 1634 by the Vazir of Shah Jehan, and a handsome building.

After this the visitor should proceed to the SONAI MUSJID, or Golden Mosque, so called from its possessing three gilded domes. Behind the mosque is a well, said to have been dug by Guru Arjun, whose shrine faces the Roshni Gate of the Fort.

Thence to the HAZARI BAGH, with the AKBARI DARWAZAH, or Hazri Bagh Gate, on the E., in the centre RANJIT SINGH'S BARADARI, built of marble taken from the tombs of Nur Jehan and Jehangir, and on the W. the JUMMA MUSJID, a red sandstone edifice, with three domes of white marble, built by Aurangzeb out of the property of his murdered brother Dara. In it are to be seen relics of Mahomed, Fatima, Hasan and Husain.

On the N. side of the garden is RANJIT SINGH'S TOMB, a beautiful domed building of white marble containing the ashes of Ranjit Singh and those of his four wives and seven concubines who performed sati. They rest beneath the carved flowers, that in the centre covering those of the famous Sikh.

AKBAR'S PALACE possesses some curious ornamentation showing the Christian influences at work at the Moghul Court. The MOTI MUSJID was until recently the Treasury. It is now being restored. Near by is the SHISH MAHAL, "Mirror Palace," wherein the Government of the Punjab was formally handed over to the British. The beautiful pavilion of white marble is the NAU LAKHA, or "Nine Lakhs."

The ARMOURY contains a very interesting collection of weapons, amongst which are the shield and battle-axe of the Guru Govind.

The white marble DIWAN-I-KHAS is now used as the English Church. To the E. is the AKBARI MAHAL, while on the N. of the Fort is the KWABGAH-I-KALAN.

In the centre of the Fort, and now converted into barracks, is the DIWAN-I-'AM, also of white-washed red sandstone. Within the building is the Emperor's seat or Takhtgah.

GOVERNMENT HOUSE is in DONALD TOWN, due S. of the railway station. It was originally the tomb of Akbar's cousin, Mahommed Kasim Khan, a great patron of wrestlers, and was called the Gushtewala Gumbaz, or Wrestler's Dome.

E. is the PUNJAB CHIEF'S COLLEGE, beyond which again, across the BARI DOAB CANAL, are the **Mean Meer Cantonments.**

S. of Government House are the LAWRENCE GARDENS, containing the LAWRENCE HALL and MONTGOMERY HALL; and further S. again are the RACE-COURSE and the CENTRAL JAIL, one of the largest and best in India. Various manufactures are carried on, especially "Persian" rugs and carpets.

The **Tomb of Jehangir** is situated at **SHAH DARA,** on the further side of the Ravi. It is a 5½ m. drive. After crossing the bridge of boats, the road turns N. Just beyond the railway is the ruined TOMB OF ASAF KHAN, brother of Nur Jehan.

NUR JEHAN'S TOMB, also a ruin, is seen on the right, just before crossing the railway.

The Emperor's Mausoleum stands in a court or garden, entered by a high arch of white marble. A marble pathway leads up to the building. The roof, which is flat, is covered with a splendid tessellated pavement, with a minaret at each corner. The Punjab Government has recently granted Rs.35,000 towards the restoration of these tombs and of other historic buildings.

242 m. **SHAH DARA** Sta. For the tomb of Jehangir (*vide supra*).

279 m. **GUJRANWALA** Sta. *R.* *D.B.*

This is the birthplace of Ranjit Singh, and the Samadh of Maha Sing, his father. is ¼ m. from the station.

299 m. **WAZIRABAD** Sta. *R.* *D.B.* Junction.

N.E. to **SIALKOT** (Cantonment), *D.B.*, and **JUMMOO,** *D.B.* (for Kashmir).

308 m. **GUJRAT** Sta.

Its chief interest lies in its being the scene of the decisive battle of Gujrat, 21st February, 1849, when the Sikhs were defeated by Lord Gough. Hence a route runs to Kashmir.

320 m. **LALA MUSA** Sta. *R.* Junction. W. to Kundian Station for CHILIANWALA battlefield, salt mines of PIND DADAN KHAN, and the fountain and temples of KATAS.

340 m. **JHELUM** Sta. *R.* *D.B.*

A municipality, the headquarters of a district and a cantonment.

BHISTI [Watercarrier].

SWEETSELLER.

From here there is a route into Kashmir.

411 m. **RAWAL PINDI CANTONMENT** Sta. *R.* *D.B.* Junction. W. for Kushulgarh.

Hotels. Limetree H. (near Station), Flashman's H. (near Club), Powell's H., Lockwood's H., Mrs. Bryant's H., Mrs. Stewart's H., Mellor's H.

Club. Rawal Pindi C.

Banks. Alliance B. of Simla, Commercial B. of India, Punjab National B.

Chemists. W. Wilson and Co., Juggat Singh and Son.

Rawal Pindi is one of the largest military stations in India. It contains no interesting sights, but some miles away is the ancient Buddhist tope of Manikyala, for details of which see Fergusson's History of Architecture.

[From here to **MURREE** (7,500ft.) is 37 m. by road.

Hotels. Powell's H., Rowbury's H.

Club. Murree C.

Banks. Alliance B. of Simla, Commercial B. of India.

Chemists. W. Wilson and Co., Juggat Singh and Son, Phœnix Medical Hall.

Murree is the best starting place for Kashmir.

Tonga Charges. Single seat in the Mail, Rs.8, return, Rs.12; Express Tonga, Rs.24; Family Tonga, Rs.30; Phæton, Rs.45. For full particulars apply to Messrs. Dhanjiboy and Son (Rawal Pindi, Murree and Kashmir.)]

440 m. **HASAN ABDAL** Sta. *R.* *D.B.*

The so-called TOMB OF LALLA ROOKH is here, and the famous spring of BABI WALI. This is another starting place for Kashmir, *viâ* **ABBOTABAD** (4,200ft.), *D.B.*, the headquarters of the Frontier Force Command, **DOMEL** and **BARAMOOLA**.

469 m. **ATTOCK BRIDGE** Sta. *D.B.*

A picturesque small town (2,000 inhabitants) at the junction of the Kabul and Indus Rivers, and from ancient times looked on as the key of India.

The **Fort**, built by Akbar in 1583, stands on the E. bank of the Indus, and is garrisoned by a detachment of British

troops. The views from the ramparts are most picturesque. Just beyond the station the Indus is crossed by a fine bridge.

472 m. **KHAIRABAD** Sta. *R.*

488 m. **NOWSHERA** Sta. *D.B.* A small civil station and cantonment, on the right bank of the Kabul River. 18 m. distant is **MARDAN,** the headquarters of the "Corps of Guides."

504 m. **PABBI** Sta. From here a tonga runs to the foot of the hills (13 m.), whence a bridle-path (5 m.) brings one to the cantonment of **CHERAT** (4,500ft.). *D.B.*

513 m. **PESHAWUR CITY** Sta.

515 m. **PESHAWUR CANTONMENT** Sta. *D.B.*

Hotel. De Rozario's H.

Club. Peshawur C.

Banks. Punjab Banking Co., Peshawur City B.

Chemists. W. A. Hogan and Co.

Peshawur, though ancient, contains few or no remains of its antiquity. It is a picturesque town, standing on the left bank of the Bara River, and has a large garrison of British and native troops. There are both Anglican and Roman Catholic Churches, and the C.M.S. has a Mission here.

During the winter good hunting is enjoyed. The weather is then extremely cold, and thick, warm clothes are a necessity.

KOHAT (1,767ft.), *D.B.*, a frontier civil and military station on the N. bank of the Kohat River, is 22 m. from Peshawur, through the Kohat Pass.

6 m. S.W. of Peshawur is **BARA**, *D.B.*, whence the water for the city is brought.

From Peshawur an expedition should be made through the **KHYBER PASS**. A permit must first be obtained from the Political Officer. As far as **ALI MUSJID** the journey can be done in a carriage, after which as far as **LUNDI KOTAL** a horse or pony must be mounted. The Pass is only open on Tuesdays or Fridays, when, under guard of the "Khyber Rifles," caravans are allowed to go through. **JAMRUD,** *D.B.*, close to the entrance of the Pass (10½ m.). The journey can be undertaken in perfect safety, under the escort, but the traveller should never wander from the beaten track by himself, nor go beyond the lines at night.

THE RUDRA MAHAL AHMEDABAD
AHMEDABAD
THE DARGAH TANK AJMERE
BOMBAY TO DELHI
PHOTOGRAPHED BY
BOURNE & SHEPHERD CALCUTTA BOMBAY & SIMLA

SECTION II.

BOMBAY TO DELHI,

viâ Surat, Baroda, Ahmedabad, Abu Road (for Mount Abu), Ajmere, Jeypore, Ulwar.

BOMBAY. Passengers can leave by either the Colaba, Church Gate, or Grant Road Stations of the Bombay, Baroda, and Central India Railway.

7 m. **DADAR** Sta. *R.* (tea and coffee).

13 m. **GOREGAON** Sta. For the JOGESHWAR CAVES (*vide* Bombay).

22 m. **BORIVLI** Sta. For the MONTPEZIR and KANHARI CAVES (*vide* Bombay).

28 m. **BHAYNDAR** Sta. Those who wish to visit the ruins of Bassein by boat, or steam-launch, alight here.

33 m. **BASSEIN ROAD** Sta. Waiting-rooms at station. *D.B.* (5 m.) near the "ruins." Application for a conveyance should be made previously to the station master.

The **Fort,** which stands on the BASSEIN CREEK, is of some interest.

The **Ruins of the Old Town** are 5 m. away. They are of much interest to those who make a study of the Portuguese rule in India. It is necessary to secure a guide for them.

116 m. **UDVADA** Sta. The FIRE TEMPLE here is said to be the oldest in India, and the fire in it is said never to have been rekindled since it was lit some 1,200 years ago.

78 m. **DAHANU ROAD** Sta. *R.* (tea and coffee).

108 m. **DAMAN ROAD** Sta. *D.B.* Daman, a small port belonging to the Portuguese, is 7 m. W.

124 m. **BULSAR** Sta. *R.* (tea and coffee).

167 m. **SURAT** Sta. *R.* Sleeping accommodation can be obtained at the station. *D.B.* on river bank. Junction for the "Rupee Railway" through the valley of the TAPTI.

One of the earliest settlements of the English. The town has seen many vicissitudes, but is once more becoming a large commercial centre. The remains of the old "Factories," the Dutch Cemetery, and the Tombs of the Bohras are worth visiting, but the place has no interest for the casual tourist.

The railway crosses the TAPTI shortly after leaving Surat.

198 m. **ANKLESWAR** Sta. Junction for Nandod.

203 m. **BROACH** Sta. *R.* *D.B.* An ancient town of 37,000 inhabitants, on the NERBUDDA, but containing nothing to detain the tourist.

229 m. **MIYAGAM** Sta. Junction of the Narrow-Gauge Railway.

[20 m. from Miyagam on this line is **DABHOI,** a town of some 15,000 inhabitants. It is rarely visited, but contains some most interesting architectural remains.]

247 m. **BARODA** Sta. *R.* Sleeping accommodation at railway station. *D.B.* Junction S.E. for Padna, S.W. for Dabhoi.

The capital of the dominions of the Gaekwar, though a large city of over 116,000 inhabitants, contains little of sufficient interest to detain the tourist.

Baroda possesses good educational establishments, a State Library, and Dufferin Hospital.

The English Church was consecrated in 1824 by Bishop Heber. There are also R.C. and Methodist places of worship.

[Should the tourist for any reason choose to stay in Baroda for a few days, he should make an excursion by the narrow-gauge railway to the fortified hill of **PAWANGARH**, and the ruins of **CHAMPANIR** (dist. 38 m.), which are most interesting and very extensive (*vide* Mohammedan Architecture of Gujarat (Burgess)).]

270 m. **ANAND** Sta. Junction. N.E. to Rutlam, S.W. to Cambay.

310 m. **AHMEDABAD** Sta. *R.* Sleeping accommodation at Railway Station. *D.B.* near Church.

Junction. N.E. a short line runs to Idarahmednagar.

AHMEDABAD, one of the most beautiful cities in India, and crowded with interesting buildings, is far less known than it should be. It stands, surrounded by the remains of an old wall, on the left bank of the SABARMATI. The city was at the height of its prosperity from the end of the 16th to the beginning of the 18th century, after which it fell into decay, to rise again under the sway of the British, and now contains little short of 150,000 inhabitants.

Cantonments are 3½ m. N.E. of the city.

The visitor, whose time is short, should set out first for

The **Jumma Musjid,** built by Ahmad Shah in 1424, which, though of no great size, is a most beautiful mosque, adorned with two superb minarets, which, however, were somewhat damaged by an earthquake in 1819.

The **Tomb of Ahmad Shah** is reached through the E. gate. The building, which is domed, has a portico with 18 pillars on the S. In the central chamber, paved with marbles, is the tomb itself, with that of Ahmad Shah's

son, Mohammad Khan, on the W., and that of his grandson, Kutb Shah, on the E.

The **Tombs of the Queens** lie in one of the handsomest buildings in this city. The central tomb, of finely-carved white marble, is that of Moghlai Bibi. Within the facade is a court, with a corridor running round. The nearness of the native houses prevent a good general view of the Mausoleum, which is in much need of restoration.

Some way to the S., not far from the ASTORIA GATE, are the beautiful **Tomb and Mosque of Rani Sipari,** a wife of Mahmud Bagada. A little to the W. is DASTUR KHAN'S MOSQUE, which dates from the end of the 15th century.

In the extreme S. of the city, not far from the JAMALPUR GATE, is the MOSQUE OF HAIBAT KHAN, a plain building, but interesting as an early specimen of combined Hindu and Mahommedan architecture.

Thence going due N., the visitor will reach the TIN DARWAZAH (Three Gateways), near the Jumma Musjid, built by AHMAD SHAH. To the W. is the **Bhadr,** an old citadel constructed by the same monarch, and now used as public offices. In the E. of it is the PALACE OF AZAM KHAN, now the jail. In the N.E. corner is SIDI SAYYAD'S MOSQUE, now a public office. Two of the windows contain some most exquisite stone tracery. In the S.W. angle of the Bhadr is a mosque built by Ahmad Shah, to the W. of which is the Manik Burj, or Ruby Bastion.

N. of the Bhadr is SHAH WAJIHUDDIN'S TOMB, a beautiful structure, built about 1608, N. of which again is SAYYAD ALAM'S MOSQUE. To the N.E. of this is the QUEEN'S MOSQUE, or RANI MUSJID, showing a mixture of Hindu and Mohammedan architecture.

Near the SHAHPUR GATE, in the N.W. corner of the city, is the MOSQUE OF SHAIK HASAN.

E. of the Rani Musjid is the mosque of MUHAFIQ KHAN, the minarets of which are most beautiful, and which is altogether the best preserved of all the mosques. S. of this is the fine modern temple of SWAMI NARAYAN, near which is the PINJRAPOL, or Animal Asylum. Close to it are nine tombs, known as the NAU GAZ PIRS, or "Nine Yard Saints."

A peculiar feature of Ahmedabad is the number of Jain "feeding-places" for birds, often extremely well carved and picturesque.

Another feature of the place, and indeed of all Guzerat, is the "Baoli," or well. The Baoli or "Well" of Guzerat

is often encased in a most beautiful and elaborate system of pavilions and steps, at the bottom of which is the water. They are usually well worth examination.

The district round Ahmedabad is full of interesting archæological and architectural remains. The **Hathi Sing Jain Temple,** just beyond the Delhi Gate, though little more than half a century old, is well worth seeing. To the N.W. is the TOMB OF DARYA KHAN, a minister of Mahmud Shah Begada, with a large dome. The railway crosses the river close to the SHAHI BAGH, built by Shah Jehan as a famine work in 1622. On the W. side of the line is the MIYAN KHAN CHISTI MOSQUE. Other interesting mosques are the ACHUT SITI MOSQUE and the IVORY MOSQUE, a lovely marble structure inlaid with ivory and jewels.

Close to the village of **ASARWA**, ½ m. N.E. of the DARYAPUR GATE, are the WELLS OF OADA HARI and MATA BHAWANI. The latter is much the older. The former, a much finer structure, lies about 100 yards S., and to the W. is the Mosque, an extremely well-decorated building.

Almost due E. of the railway station is the walled village of **SARASPUR,** in which is the Jain TEMPLE OF CHINTAMAN. It was converted into a mosque by Aurangzeb, who broke the images and slew a cow within the precincts.

Those who have time should make an expedition to **SARKHEJ,** 6 m. S.W. of the TAMALPUR GATE on the further side of the river. On the way the visitor will pass the TOMB OF MOZAM AND 'AZAM KHAN, the architects or Sarkhej. On entering Sarkhej there will be seen on the left the **Mausoleum of Mahmud Begada and his Sons,**, and that of his queen Rajabai, connected by a portico. To the right is the TOMB OF GANJ BUKSH (a famous Mohammedan saint and spiritual adviser of Ahmad Shah), who died here in 1445 at the age of 111. Close by is a beautiful mosque. These buildings, together with the tank constructed by Mahmud Begada, form a most striking collection, and are well worth seeing.

Another expedition worth taking is to **GIRAMTHA,** 9 m. S. of Ahmedabad, to see the **Monastery of Pirana;** while another trip should be made to **BATWA.** 5 m. due S. of the RAJPUR GATE the road passes by the TOMB OF SHAH ALAM, a spiritual adviser of Mahmud Begada, a fine building beautifully adorned with fretted stone and marble, and with a black and white marble pavement. The mosque and some of the buildings were,

DEWAN KHANA AMBER
THE DARGAH, AJMERE
HALL OF THE WINDS, JEYPORE
NUN ROCK, Mt ABU
KANCH MAHAL AMBER
BOMBAY
TO
DELHI
PHOTOGRAPHED BY
BOURNE & SHEPHERD BOMBAY CALCUTTA & SIMLA

like many others in Ahmedabad, somewhat damaged by the 1819 earthquake. At Batwa itself is the immense and elaborate TOMB of the Saint KUTBU'L-ALAM, father of Shah Alam.

An old Guzerati saying declares that Ahmedabad hangs on three threads—gold, silk, and cotton—and, though the trades are not so flourishing as they were, there is much beautiful work to be seen and purchased.

Altogether the city is one well worth visiting, but its lack of hotels is a great drawback. For fuller details of its numerous sights and buildings the tourist should consult Hope's "Ahmedabad," Burgess's "Architecture of Ahmedabad," and Fergusson's "History of Indian and Eastern Architecture."

314 m. **SABARMATI** Sta. Junction. W. the line goes to WADHWAN and KATHYAWAR; N. it continues to

350 m. **MEHSANA** Sta. Junction. S.E. a line runs to Wadhwan, N.W. to Patan, N.E. to Kherahi.

[**PATAN,** the ancient and historic capital of Guzerat (population 32,000) contains over 100 Jain temples, and is famous for its libraries of Jain MSS.

VADNAGAR, on the N.E. branch, another ancient town, with a population of 160,000, is the headquarters of the influential "Nagar Brahmans." Until quite a recent date it was the acknowledged refuge of the "Dhinoj Brahmans," who lived by robbery. The place contains some interesting ruins, and the TEMPLE OF HATKESHVAR MAHADEO is worth seeing.]

374 m. **SIDHPUR** Sta. A very ancient town of about 16,000 inhabitants, standing on the N. bank of the Sarasvati. The ruins of the famous ancient temple RUDRA MALA are here, but little of them now remains.

393 m. **PALANPUR** Sta. *R. D.B.* Junction N.W. for DEESA (18 m.). Chief town of a native state, and residence of a Political Agent.

425 m. **ABU ROAD** Sta. *R. D.B.*

The visitor alights here for **MOUNT ABU** (17 m. distant by road), which is well worth a visit. Conveyances are procurable at the station, but it is well to make sure by writing beforehand. If only a short time can be allowed, the traveller should endeavour to arrive by a morning train, arriving at Mount Abu in the evening. The temples will occupy the following morning, and by noon, having previously sent on any luggage, he can start back to catch the evening train.

[**MOUNT ABU**. *D.B.*

Hotel. Rajputana H.

Club. Rajputana C.

Mount Abu is a hot-weather sanatorium for European officials and troops, and is the headquarters of the Rajputana administration. In addition to the Residency, Church, Barracks, etc., there is a good school for sons of railway officials, and the LAWRENCE ASYLUM, a school for soldiers' children.

The chief attraction to the tourist is the **Dilwarra Temples** (2 m.). A pass is necessary. According to Fergusson, the more modern of the two was constructed at about the end of the 12th century by the brothers Tejahpala and Vastupala, and, for minute delicacy of carving and beauty of detail, is almost unrivalled. The older was built by a merchant, Vimala Sah, about 1032 A.D. Though simpler than the other, it is a very old and very complete specimen of the Jain temple. It is dedicated to Parswanatha, an image of which saint is to be seen sitting cross-legged in a cell.

Continuing the bridle-path for another 4 m., the visitor will arrive at the village of Uria (*D.B.*), 1 m. from which is the **Achilghar Temple,** which is surrounded by a wall and approached by a flight of steps. A tank, famous in Hindu mythology, the **Agni Kund,** lies to the S., with a marble effigy of Pramar with his bow, and three buffaloes in stone.

Persons staying for some time in Mount Abu will find many other interesting shrines, both on the hill and on the plain.]

528 m. **MARWAR** Sta. Junction. N.W. for Luni Junction; thence to JODHPUR (Jodhpur-Bikanir Railway).

[64 m. **JODHPUR** Sta. *D.B.* Capital of the Jodhpur, or Marwar, State. Before visiting the place, a person should get an introduction to the Political Agent.

The city, which was built in 1459 by Rao Jodha, stands at the end of some sandstone hills, and is surrounded by a wall with 7 gates, named after the towns to which they lead.

The FORT is a fine one, and the town of MANDOR (3 m. distant) also contains some good buildings, but Jodhpur is hardly worth a visit from the tourist.

128 m. **MERTA ROAD** Sta. Junction. N. for BIKANIR, the capital of an important native state.

216 m. **SAMBHAR** Sta. The great salt works (on the SAMBHAR LAKE), which are worked by Government, are of some interest.

221 m. **PHALERA** Sta. *R.* Junction. Here the main line is regained.]

561 m. **HARIPUR** Sta. *D.B.*

615 m. **AJMERE** Sta. *R.* Sleeping accommodation at station. *D.B.* Junction. S. for Nusseerabad, Rutlam, Khandwa, etc.

Club. Kaiser Bagh C.

Bank. Alliance Bank of Simla.

Ajmere (population 68,000), the capital of an isolated patch of British territory in Rajputana, and a city of great antiquity, is situated at the base of the rocky hill of TARAGARH (3,000ft.). It was founded by Ajaypal, one of the Chohan kings, in the middle of the 2nd century, and is a well-built town surrounded by a wall having five gateways.

The **Ana Saugar,** a beautiful sheet of water constructed by Raja Ana in the 11th century, with the **Residency** and marble pavilions, dating from the time of Shah Jehan, form a sight well worth gazing upon. S. of the embankment are the PUBLIC GARDENS.

The chief building of interest is the **Dargah,** venerated by all sects as the burial place of the Chisti Kwajah Muin-ud-din, who died in 1235 A.D. Entering under the gateway into the court, two large iron cauldrons, the great and little "deg," are seen. Occasionally during a festival a "deg feast" is held, the origin of which is unknown. The larger vessel is filled with food and cooked. Part is reserved for pilgrims, and the remainder scrambled for by servants of the Dargah, who carefully wrap their limbs in cloth to prevent burns.

The tomb itself is a domed building of white marble. There are two entrances, the arch of one of which is silver. S. is the grave of the Chisti's daughter, Hafiz Jamal, in a marble latticed enclosure. Close by is that of a daughter of Shah Jehan. W. of these sacred precincts, which Christians are not allowed to approach closely, is a marble mosque built by Shah Jehan, and to the right, on entering the enclosure, is another built by Akbar.

S. of the Dargah is a tank. Beyond the Dargah is

a beautiful mosque, built apparently from the stones of a Jain temple about 1200 A.D., and known as the **Arhai-din-ka-jhopra,** or "The two and a half day hut," from the time in which it was said to have been built. The screen in front is exquisite, and the taste with which the Kufik and Tughra inscriptions are interwoven with the ornamentation can hardly be surpassed.

The U.P. Church of Scotland have a MEDICAL MISSION here, and there is a school for the sons of native rulers and noblemen called the MAYO COLLEGE, a collection of handsome buildings standing in some fine grounds, which are well worth a visit.

The **Pushkar Lake** (7 m. dist.), the most sacred in India, should not be overlooked. The scenery is very pretty. There is a *D.B.*

664 m. **PHALERA** Sta. *R.* Junction for Sambhar, Jodhpur, Luni Jnct., and Marwar Jnct.

699 m. **JEYPORE** Sta. *R.* *D.B.*

Hotels. ~~Rustom~~ Family H., Kaiser-i-Hind H.

The modern capital of an important native State. The city, enclosed by a crenellated wall with 7 gates, is shut in on the N., E. and W. by rocky fortified hills.

The **Maharaja's Palace** is a fine collection of buildings, standing in beautiful grounds surrounded by a castellated wall. The central portion, seven stories high, is known as the CHANDRA MAHAL, from the top of which a fine view can be obtained. The DIWAN-I-KHAS, or private audience chamber, is a fine hall on the ground floor. The visitor should not omit the Jantra, one of those five curious open-air observatories constructed by the Maharajah and astronomer Jey Singh. The Hawa Mahal, or "Hall of the Winds," is a curious pile of fretted windows, domes and pennons.

Space does not allow a detailed description of the buildings, which are worth seeing, as are also the Public Gardens, containing a menagerie, and the Albert Hall with a Museum.

The CHATTRIS, or cenotaphs of the Maharajahs, are at **GETHUR,** just beyond the city on the N.E. The most beautiful is that of Jey Sing, with a lovely white marble dome, supported by 20 carved pillars and richly ornamented.

Jeypore possesses an excellent hospital, the MAYO HOSPITAL, a large COLLEGE (the Maharajah's College), and a SCHOOL OF ART. The ENGLISH CHURCH is not far from the railway station.

[The old capital, **AMBER** (5 m.), is well worth a visit, but permission must first be obtained from the Resident. The **Old Palace,** built by Man Sing about 1600, though not perched on a rock, is said to be second only to that of Gwalior. Some of the carving and decoration, particularly in the Kanch Mahal and Diwan Khana, is beautiful in the extreme.]

[Another excursion may be made to **SANGANER** (7 m.). The **Old Palace** and the **Sanganer Temple** are worth looking at.]

755 m. **BANDIKUI** Sta. *R.* Junct. E. for Bhurtpur, Muttra and Agra.

792 m. **ULWAR** Sta. *D.B.* Visitors should write beforehand to the Maharajah's Secretary for rooms (a small charge is levied). Permission also must be obtained to visit the Palace, etc.

Ulwar (91,000 inhab.) is the capital of a native State, and very picturesquely situated, but is hardly worth a visit from the tourist.

838 m. **REWARI** Sta. *R.* *D.B.* Junction. N.W. to Ferozepur and Lahore.

890 m. **DELHI** Sta. *R.* Sleeping accommodation at station. *D.B.* Junction. W. for Ghaziabad Jnct. (for the United Provinces and Bengal); N. for Umballa Jnct. and Kalka (for Simla); N.W. for Bhatinda Jnct. (for Scinde and the N. and W. Punjab).

Hotels. Metropolitan H.,* Grand H.,* Laurie's H.,* Northbrook H., Metropole H., Woodland H.

Club. Delhi C.

Banks. Allahabad B., B. of Bengal, B. of Upper India, Delhi and London B., National B. of India, Native Commercial B., and branches of the Alliance B. of Simla and the Chartered B. of India are to be opened.

Chemists. Narain and Co., New Druggists' Hall.

Delhi, the capital of the old Mogul Empire, is built on the W. bank of the Jumna. Previous to the Mohammedan conquest in 1193 A.D., little is known. The **Purana Killa,** or OLD FORT OF INDRAPAT, is said to mark the site of an ancient Aryan city, INDRAPRASTHA. All round the present town lie innumerable ruins, the oldest being the two Hindu forts of **Lalkot,** dated from about

1052 A.D., and **Rai Pithora,** which is 130 years younger. Most of the other ruins and forts are Mohammedan, and will be dealt with in their proper place.

Delhi, as we now know it, dates from the building of the Fort by Shah Jehan in 1638 A.D. It was sacked by Nadir Shah in 1739, who carried back with him to Persia, besides fabulous treasure, the Koh-i-nur diamond and the famous Peacock Throne. In 1756 it was taken by the Afghan, Admad Shah Durani, and, in 1789, it fell into the hands of the Mahrattas, who retained it until Scindia's army, under Louis Bourquin, was defeated by Lake in 1803. Jeswant Rao Holkar unsuccessfully attempted to regain it in the following year, since when, until the Mutiny, it remained under British rule, though the Mogul Emperors were allowed to make some show of royalty.

The following gives a short epitome of the Mutiny at Delhi in 1857, but, for fuller details than it is possible to include in so limited a space, the tourist is recommended to read Holmes' "Indian Mutiny," or "Delhi: Past and Present" (Murray. 16s.), by H. C. Fanshawe, and Lord Roberts' "Forty-one Years in India."

On the 10th May the 3rd Native Cavalry and 11th and 20th N.I. regiments at Meerut mutinied, and made their way to Delhi, where they entered the Fort—slaughtering any stray European they met—and induced the 38th N.I. who were there to join. Unfortunately, neither in the fort, nor in the cantonments, were there any British troops. The 54th N.I., under Colonel Ripley, and the 74th N.I., under Major Abbott, shot their officers, and went over to the mutineers. After a most gallant attempt to save the magazine, Lieut. Willoughby, with his companions, exploded it. For some extraordinary reason, the officer commanding at Meerut took no steps to cope with the rising, and very few of the Europeans in Delhi succeeded in escaping.

The seriousness of the situation, however, demanded immediate action, and, on the 8th June, Sir H. Barnard defeated the rebels at BADLI-KA-SERAI, 6 m. N. of the city. This gave him possession of "THE RIDGE," where he took up his position, having under him some 3,000 British troops, the Guides, a Ghurka regiment, a few loyal native sepoys, and 22 guns. On the 24th, the 8th and 61st regiments, under General Chamberlain, with the 1st Punjab Infantry, a few cavalry and 4 guns, brought up the strength of the attacking force to 6,600, but the enemy had also received reinforcements of 4,500 men from Bareilly. Previous to this the English had had to withstand several

LAHORE GATE (FORT)
THE KUTAB
SAFTAR JUNG'S TOMB
DIWAN-I-KHAS (FORT)
HUMAYON'S TOMB
PHOTOGRAPHED BY
BOURNE & SHEPHERD, BOMBAY, CALCUTTA & SIMLA
DELHI

attacks, and again, on the 9th and 14th July, two engagements were fought near HINDU RAO'S HOUSE, by which the British strength was reduced by some 400 men and 25 officers. On the 17th July, Brigadier-General Archdale Wilson took over the command from Reed, who was now at the head of the force, but was too ill to continue. From this date, until the 17th August, the rebels, so far from being discomforted, grew bolder and bolder, advancing from the city itself, and constituting themselves the besiegers in their turn.

On the 7th August the famous General Nicholson arrived, followed by his force of 2,500 a week later. On the 25th he defeated the Neemuch Brigade, on their way way to intercept the siege train from Ferozepur, and blew up the NAJEFGARH BRIDGE. On the 4th September these siege guns arrived, followed on the 6th by the Rifles from Meerut, and the Jummoo contingent two days later.

Wilson, who was responsible, was very much against ordering an assault, and, when the immense strength in men, fortifications, and armament are considered, it is difficult to blame him. On the other hand, in Nicholson's eyes, Delhi was the key, not only of the Punjab, but of India, and it was owing mainly to his insistence that the attack was finally made. With the few men at their disposal it was impossible for the English to attempt an investment. Their only chance lay in breaching a sufficient portion of the walls to allow a direct attack. The part selected was that comprised by the MORI, CASHMERE and WATER BASTIONS, and, from the 7th to the 13th, the pounding of the walls continued, as the various batteries were fitted to come into action. On the morning of the 14th the assault was commenced. The 1st Column, which was divided into two portions, under Nicholson himself and Colonel Herbert of the 75th, advanced first—Nicholson being the first of his band to mount the wall—and, after hard fighting, carried the breach near the Cashmere Bastion, and took up a position by the MAIN GUARD. Meanwhile the 2nd Column cleared the ramparts to the Mori Bastion. Then they advanced and planted a flag on the KABUL GATE, but a galling fire was kept up from the LAHORE GATE. Nicholson, with a few men, determined to take this, and in doing so the hero of the Mutiny was shot, and carried to the rear to die.

Meanwhile Lieuts. Home and Salkeld, with Sergeants Smith, Carmichael and Burgess, set out to blow up the Cashmere Gate. Of these gallent men, Salkeld, Carmichael

and Burgess were mortally wounded, but Smith managed to ignite the charges which Home and Carmichael had placed in position, and the gate was shattered sufficiently to let in the 3rd column.

Delhi was once more in the hands of the English, and the prestige of the rebels was badly damaged. Nevertheless, for six days there was constant street fighting, which, as in many other places, notably Lucknow, cost us dearly.

The visitor must stay at least three full days in Delhi if he intends to see all that is to be seen.

The Fort, built by Shah Jehan in 1638, is a magnificent collection of buildings, enclosed by immense walls and fortifications, standing on the bank of the JUMNA.

The entrance is through the magnificent LAHORE GATE, thence through an arcade of shops to the NAKAR KHANA, or music gallery, and on to the DIWAN-I-'AM, or Hall of Public Audience. The building is open on three sides, supported by rows of red sandstone pillars, the gilding which formerly adorned them having long since worn away. The throne, supported by four marble pillars and covered by a canopy, is reached by a staircase. The whole of the wall behind the throne is covered with the remains of mosaics.

The DIWAN-I-KHAS, or Hall of Private Audience, is a lovely little building of white marble, ornamented with gold and pietra dura. The Marathas in 1760 carried off the silver plates which covered the ceiling. The famous Peacock Throne, carried off by Nadir Shah, and now in the palace of the Shah at Teheran, used to rest on the white marble stand on the E. side.

N. of this is the MOTI MUSJID, or "Pearl Mosque," built by Aurangzeb in 1635. The walls are beautifully adorned with reliefs and tracery, and the whole is a most delicate erection in white and grey marble. Close by are the MARBLE BATHS.

S. of the Diwan-i-Khas is the SAMAN BURJ, and beyond it again the RANG MAHAL, or "Painted Hall."

A little to the S.W. of the Fort is the **Jumma Musjid,** one of the finest mosques in the world, built in a mixture of red sandstone and white marble. It stands on a raised platform with three fine gateways, on the top of which are galleries surmounted by marble domes with gold-tipped spires. Round the great quadrangle run sandstone cloisters, and in the centre is a fountain. Two minarets rise, one on either side of the mosque, 130ft. in height, from the top of which a fine view of the city can be obtained. There are

several relics of Mahommed here, including his slipper, his footprint in a stone, a hair from his beard, and a piece of the canopy from his tomb. There are also some interesting MSS., including a Koran in the Kufik character dating from the 7th century. Altogether the Jumma Musjid is one of the finest edifices to be seen anywhere in the world, and, on account of its open position, appears to far better advantage than many other famous buildings.

Visitors should not fail to take a drive through the **Chandni Chauk,** the chief resort of the silversmiths and cloth merchants, and one of the largest and most open native streets to be seen in India. In the centre is the NORTHBROOK FOUNTAIN, close by which is the **Golden Mosque,** or the Mosque of Roshanudaulah, a small but beautiful building with three gilt domes, from which Nadir Shah watched the sack of Delhi.

Between the Chandni Chauk and the railway, and running parallel to them, is QUEEN'S ROAD, on the S. of which are the QUEEN'S GARDENS, well laid out and containing one of the famous stone elephants, erected (with stone figures of their riders, Jaimall and Patta) by Akbar, at Agra. These two warriors, the former of which fell by Akbar's own hand, were two great Rajput heroes who defended Chitor. The statues were brought to Delhi by Shah Jehan, but were mutilated by his son Aurangzeb.

Near the TURKUMAN GATE, S. of the city, is the **Kalan Musjid,** or Black Mosque, a two-storied building in a peculiar sloping style of architecture, characteristic of the time 1386, of Feroz Shah Tughlak, and which gives it somewhat of an Egyptian appearance.

N.W. of the Jumma Musjid is a **Jain Temple,** which, though only dating from the end of the eighteenth century, is nevertheless well worth a visit. In the centre, beneath an ivory canopy, sits a figure of Buddha on a three-storied platform, while the interior of the temple is richly ornamented with gilding.

Driving through the **Kashmir Gate,** the road to **"The Ridge"**—the British position during the siege—passes the KUDSIYA GARDENS, near which is the CEMETERY, containing NICHOLSON'S TOMB. A slab set up on the gate by Lord Napier of Magdala details its destruction on the 14th September, 1857.

LUDLOW CASTLE, the residence of the Commissioner, Simon Frazer, who was murdered, is just beyond the cemetery. Two blocks of inscribed masonry stand in the compound to mark the positions of No. 2 Battery. HINDU

RAO'S HOUSE, now a hospital, is a white bungalow a little way to the S.E.

About 200 yards S. of this stands ASOKA'S PILLAR, which, erected by that famous monarch at Meerut in the 3rd century B.C., was brought to Delhi by Feroz Shah in 1356.

Further S. again is a handsome red sandstone building, the MUTINY MEMORIAL, from the top of which a view of the whole of the British position can be obtained.

Coming back the visitor will re-enter the city by the MORI GATE, near by the MORI BASTION. To the right as one enters is the BANK OF BENGAL. 1 m. W. of the city is the 'IDAGH, and about half-way, only a little to the S., is the KADAM SHARIF, or "Holy Footstep," where is the TOMB OF FATEH KHAN, son of Feroz Shah.

Due S. of the Delhi Gate are the JAIL and ASYLUM, E. of which is the ruined fort of FEROZABAD, built in 1354 by Feroz Shah.

On the roof of a three-storied building, known as the KOTILA, stands a broken ASOKA PILLAR of pink sandstone. When intact it is said to have been ornamented on top with black and white stonework, surmounted by a golden pinnacle. On it are a number of interesting inscriptions, dating from the 3rd century B.C., downwards.

The **Purana Killa** (Old Fort), or INDRAPAT, is 2 m. S. of the Delhi Gate. It is of great antiquity, and much ruined. All the gates, save that on the S.W., are now closed. The principal object of interest is the KILLA KONA MOSQUE, a fine specimen of Pathan architecture, built of red sandstone and inlaid with marble and slate. The SHER MANDIL, an octagonal red sandstone building, is a little to the S. It was here that the Emperor Humayun met with his death. Wishing to view the rising of Venus, he stepped back incautiously, and fell down some stairs, receiving injuries from which he died.

1 m. S. of Indrapat is the TOMB OF NIZAM-UD-DIN AULIYA, to reach which the tourist must descend from his conveyance and walk through ruins up to an archway. Some 25 yards distant is the beautiful marble CHAUSATH KAMBA (Hall of 64 Pillars), where lie the remains of Akbar's foster-brother, 'Aziyah Kokal Tash, in a tomb of white marble at the W. end, beyond which are those of his mother and others.

W. of this building is the DARGAH OF NIZAM-UI DIN, where is the tomb of the famous poet Khusru, who died at Delhi in 1315.

N. of this tomb is that of Mirza Jehangir, son of Akbar

Shah II., of white marble, on the right of the entrance, with that of Muhammed Shah, the possessor of the Peacock Throne and Koh-i-nur, on the left.

S. again lie the remains of Jehanara, the pious daughter of Shah Jehan, who died in 1681, and of other royalties.

N. of this is a WELL with galleries, built and blessed by the famous Chisti Saint Nizam-ud-din, into which the natives will jump from the surrounding walls for "baksheesh." His tomb is close by.

The **Tomb of Humayun,** built by his widow after his death in 1555, lies about 1 m. S. of Indrapat. Besides Humayun, the widow and other members of the family are buried here. It was at this tomb that the Emperor Bahadur Shah and the two princes surrendered to Hodson. Two gateways lead up to the tomb, which stands on a platform. Humayun's cenotaph is of plain white marble directly under the dome. The combined effect of the red sandstone and marble, however, is very pleasing, and were it not for the more famous building at Agra, would rank as one of the finest tombs in the world.

About 4 m. S. of Humayun's Tomb is the **Fort of Tughlakabad,** built about 1321. It is, roughly, a half hexagon in shape, and is only just short of 4 m. in circumference. It stands on a rocky eminence, and is constructed of immense blocks of stone, evidently quarried on the spot. The citadel, containing the remains of what must once have been a vast palace, occupies the S.W. corner. Round the fort are thirteen gates, and there are three inner gates to the citadel.

Just outside the S. wall is the MAUSOLEUM OF TUGHLAK SHAH, containing the tombs of that monarch, his wife and son. The massive strength of the building and surrounding fortifications form, as Fergusson has remarked, an unrivalled picture of a warrior's tomb.

Hence a causeway runs to **'Adilabad**, the fort of the tyrant Mohammed Shah bin Tughlak, son of Tughlak Shah, whose atrocities were such that even to this day he is remembered as the "bloody king."

About 4 m. W. of Tughlakabad, and 11 m. from the Ajmere Gate at Delhi, is the famous **Kutb Minar**. This magnificent tower, commenced probably by Altamish, stands on what is said to have been the site of the old Hindu DILLI. The building rises in five balconied stories to a height of some 240ft. The three lower stories are of red sandstone, the two upper being faced with white marble. The cupola, added by Feroz Shah Tughlak in 1368, was destroyed by an earthquake in 1803. A winding staircase

leads up to the various balconies, from which a fine view of the surrounding country can be obtained.

The **Mosque of Kutb 'ul Islam** is a splendid ruin with a magnificent line of immense arches. The flowered tracery on its walls is unequalled. According to the inscription over the inner arch of the E. entrance, it was commenced by the Viceroy Kutb-ud-din Aibak after the capture of Delhi in 1191 A.D. It stands on the site of Rai Pithora's Hindu Temple. Between 1210 and 1230 it was enclosed by cloisters by Altamsh, the remains of which still exist. In the S.E. corner of this court is the Kutb Minar.

Close to the Minar is the magnificent red sandstone gateway, the **Alai Darwazah,** built by 'Alau-din in 1310. To the E. of this is the TOMB OF IMAM ZAMIN.

E. of the Court of Altamsh are the remains of a second court, built by 'Alau-din, to the N. of which is the ALAI MINAR, also constructed by the same person early in the 14th century. This building, which stands on a mound, was never finished.

To the antiquarian perhaps the most interesting object here is the IRON PILLAR, standing in the central portion of the Mosque. It is a solid mass of wrought iron, 23ft. 8in. in length, and 16in. in diameter. Tradition assigns its erection to Anang Pal, founder of the "Tomar" dynasty, and whose name, with the date, 1052 A.D., is inscribed on the shaft. Cunningham and Prinsep suggest the early part of the 4th century.

Just outside the N.W. corner of the Mosque buildings is the red sandstone **Tomb of Altamsh** (1235 A.D.). Fergusson says: "In addition to the beauty of its details, it is interesting as being the oldest tomb known to exist in India."

S.W. of the Kutb is the village of **MAHAROLI,** containing the tombs of Kutb-ud-din and others, and the ruins of the Palace of Altamsh.

Returning towards Delhi the road passes the **Tomb of Safdar Jang,** a fine structure of red sandstone and stucco, but not to be compared with many other mausoleums.

3 m. further on towards Delhi is the **Jantra Mantra,** or Jey Sing's Observatory. Jey Sing II., Rajah of Jeyporè, was, besides a ruler, an engineer, mathematician and astronomer. Besides this observatory, built in 1724, he constructed others at Jeypore, Ujjain, Benares and Muttra.

Churches. The principal church is ST. JAMES'S MEMORIAL CHURCH, built by Colonel Skinner, who was buried here in 1842. In it are a number of interesting and pathetic tablets.

BOMBAY to AJMERE

The CAMBRIDGE MISSION, in conjunction with the S.P.G., are in charge of ST. STEPHEN'S CHURCH and COLLEGE.

The R.C. place of worship is close to the Government Serai, N. of the Delhi Bank.

N.E. of the Railway Station are the POLICE STATION and LIBRARY, with the TELEGRAPH OFFICE and POST OFFICE still further E.

SECTION III.

BOMBAY TO AJMERE,

viâ Khandwa, Mortakka (for Omkarji), Mhow, Indore, Fatehabad (for Ujjain), Neemuch, Chitorgarh (for Oodeypore).

BOMBAY (Victoria Terminus).

353 m. **KHANDWA** Sta. *R. D.B.* Junction. N.E. the main line continues to Itarsi, Jubbulpore and Calcutta; N.W by the Rajputana-Malwa Railway to

391 m. **MORTAKKA** Sta. *D.B.* On the Nerbudda.

[**OMKARJI** (Unkarji), 6 m. by road, or by boat, is worth visiting. Visitors must take provisions. The place is of great sanctity, and every year a great fair is held here.

The **Great Temple of Omkar** is on a large and precipitous island of MANDHATA, in the NERBUDDA river. This temple, and that of **Amrashwar** on the S. bank, are supposed to be two of the twelve great Indian temples in existence when the "Gates of Somnath" were carried off in 1024 by Mohammed of Ghuzni. The present temples are of modern date. Owing to the jungle which accumulated when the place was deserted during the wars of the 17th and 18th centuries, the remains of the temple were lost. The Peshwa thereupon erected a new one. Later on they were discovered, and the then Raja of Mandhata (hereditary custodian of the temples) built one on the ruins.]

427 m. **MHOW** Sta. *R. D.B.* (1,900ft. above S.L.; 27,000 inhabitants.) A very big military station in the Holkar's dominions.

[S.W. of Mhow, 30 m. is **MANDU**, the ancient ruined city of Malwa. It stands on the Vindhyas at an elevation of about 2,000ft. There are many fine buildings, including the FORT, WATER PALACE, PALACE OF BAZ BAHADUR, the MAUSOLEUM OF HOSHANG GHORI and the JUMMA MUSJID, said to be the finest specimen of AFGHAN architecture in India. To persons staying in Mhow, and to those who are well acquainted with Malwa history, the place is very interesting, but to the casual

tourist it is hardly worth visiting. From June to November the climate is far from healthy. Being in the territory of the Maharaja of Dhar, it is advisable to get an introduction to that person from the political agent, as the visitor will then find difficulties smoothed away for him.]

440 m. **INDORE** Sta. *D.B.* (75,000 inhabitants.) Capital of the Holkar's dominions.

It is to all intents and purposes a modern city, and consequently contains little of interest to the ordinary tourist.

The LAL BAGH is a beautiful garden on the river bank, in which stands the BARAHDARI, a handsome building erected by the HOLKAR. The PALACE is a fine and conspicuous building in the middle of the city.

The BRITISH RESIDENCY is situated in an area assigned to the English Government by treaty, and in addition to the officials' bungalows contains a RAJKUMAR COLLEGE for the education of the sons of the Indian nobility. The CANADIAN PRESBYTERIAN CHURCH has a mission here.

465 m. **FATEHABAD** Sta. *R.* Junction for Ujjain (26 m.).

514 m. **RUTLAM** Sta. *R.* *D.B.* E. a branch runs to Ujjain, W. to Godhra Anand (for Baroda). Capital of a native state.

596 m. **NEEMUCH** Sta. *R.* *D.B.* Good club. British Cantonment.

631 m. **CHITORGARH** Sta. *D.B.* (1 m.) Junction for Debari and Oodeypore. (For an order to see the Fort of Chitor, and for the use of an elephant, a request should be sent at least a week beforehand to the Resident at Oodeypore.) The grey limestone bridge over the Gambheri River is said to be 700 years old.

The famous **Fort** stands on an isolated rock rising some 500ft. above the plains of Mewar. The crown of the hill is covered with ruins. The ascent, a mile in length, is defended at intervals by seven gates, viz., the PADAL POL, PHUTA (broken) POL, HANUMAN POL, GANESH POL, TORLA POL, LAKSMAN POL, and RAM POL. Some of these were so massive as to contain not only guard-rooms but even halls.

To the historian the place is full of interest. Just outside the Padal Pol is a stone marking the place where the Chief Bagh Sing fell during the siege by Bahadur Shah in 1535. Between the Phuta and Hanuman gates, on the right. two chattris mark the spots where, during the siege by Akbar in 1568, the two heroes, Jaimal and Kalla, died. The latter carried down his wounded chief so that they might fall in

battle together. During the sack of Chitor by Ala-ud-din, in 1290, the Rajput women performed the sacrifice of "Johur." Several thousands of women are said to have been suffocated in the tykhanas (cellars) of the Fort, including Queen Padmani, for the possession of whom Alau-din is said to have attacked the place.

The **Tower of Victory,** erected by Rana Khumbu in 1450, to commemorate his victory over Mahmud, King of Malwa, in 1439, is nine stories in height, and from summit to basement it is most beautifully decorated.

The **Tower of Fame,** also known as the small Kirthana, stands on the E. rampart. It consists of seven stories, with a narrow staircase, and is about 80ft. in height. It is dedicated to Adnath, the first of the Jain Tirthankars, and dates from the end of the 9th century.

The PALACE OF RANA KHUMBU, builder of the Tower of Victory, adjoins two large tanks, near the gate of the Sun on the E. rampart, and is a good example of Rajput architecture previous to the Mohammedan invasion.

The PALACE OF RATNA SING is an example of Hindu architecture of the 13th century. The PALACE OF RANI PADMANI is a fine building overlooking the tank. The famous gates in the fort at Agra were carried off by Akbar from one or other of these edifices.

The TEMPLE OF VRIJI was built by Rana Khumbu at the same time as the Tower of Victory; a similar temple built by his wife is surrounded by an open colonnade with four small pavilions at the corners. The MAHAGATA, where, before the founding of Oodeypore, the Ranas were cremated, is a small wooded terrace near the Tower of Victory. A little lower down springs issue from mouths of cows carved in the cliff, hence known as Gaumukh.

[**OODEYPORE** Sta. (62 m.). *D.B.* The scenery at Oodeypore, or the "City of Sunrise," is most beautiful, being compared to that of Kashmir, and is sometimes called the "Lake District of India." A bastioned wall encircles the city. On the W. is the lake which feeds a moat on the N. and E., and on the S. is the fortified hill of EKLINGARH. On the N. is the ELEPHANT GATE, or Hathi Pol, E. is the Suraj Pol (Sun Gate), the DELHI GATE, and S. is the KHERWARA GATE. A three-arched water-gate, the TRIPOLIYA, is on the lake side.

The **Pola Lake** is W. of the city. The view of the various islands and palaces is lovely. Permission to fish, or to use the boats, can only be obtained through the Resident. The **Hindu Temple** is a very perfect example of Indo-Aryan architecture.

Several beautiful drives may be taken. One to the **Dudh Talao** (milk tank), *viâ* the GULAB GARDEN; another through the main street, from the HATHI POL, through the bazaar, to the PALACE, and past the JAGDES TEMPLE.

At **AHAR**, 3 m. E. of the lake, is the MAHASATI, where the royal family are cremated, containing the cenotaphs of former rulers. In the neighbourhood are various old ruins.

Permission to view the **Royal Palace** can only be obtained by the courtesy of the Resident. Standing on the brow of a ridge, parallel with the margin of the lake, this striking structure in granite and marble rises in all its beauty to 100ft. at least above the surface of the ground. In shape it is quadrangular, flanked with octagonal towers, crowned with cupolas. Along the front of the palace runs a terrace upheld by three rows of arches, whence a glorious view can be obtained.

At **KANKROLI**, or **RAJNAGAR**, 30 m. N. of the city, is the great lake of **RAJSAMUDRA.** The bund is 1,115ft. long, with pavilions and arches of marble, with an embankment behind, 35 yards in width. It was constructed in 1660 as a relief work during a famine.

Another most lovely spot is the **Dhibar**, or JAISAMAND, Lake, 9 m. by 5 m., situated in some wild country about 20 m. S.E. of Oodeypore.

The U.P. Church of Scotland has a Mission here, with a church, home and hospital.]

732 m. **NUSSEERABAD** Sta. *B.D.* A military cantonment. The U.P. Church of Scotland have a Mission here. During the mutiny the 1st Bombay Cavalry, who were then stationed here, were obliged to remain neutral, though loyal at heart, as their wives and families were at the mercy of the rebels.

746 m. **AJMERE** Sta. (*R.* and sleeping-rooms.) *D.B.* Kaiser Bagh Club. Junction. S.E. the R.M. Railway runs *viâ* Marwar for Ahmedabad and Bombay; N.E. for Phalera (thence W. to Hyderabad and Karachi, E. Jodhpur and Agra).

SECTION IV.

AHMEDABAD AND THE KATTYWAR STATES,

including Songad (for Satrunjaya), Junagadh, Verawal (for Patan Somnath), and Rajkot.

AHMEDABAD Sta. Junction.

40 m. **VIRAMGAM** Sta. Waiting-room. Junction N.E. for Mehsana, N.W. for Kharaghora (and the Runn of Cutch), S. for Wadhwan.

80 m. **WADHWAN** Sta. *D.B.* Junction. W., by Morvi State Railway, to Morvi, Jetalsar, and Rajkot; S., by Baunagar Gondal Railway, to Dhola and Bhaunagar.

83 m. **WADHWAN CITY** Sta. Capital of one of the 187 Kattywar States.

152 m. **DHOLA** Sta. *R.* Junction. W. for Jetalsar Junction (for Porebundar, Verawal and Rajkot); E. for Bhaunagar.

Branch A. **DHOLA, SONGAD AND BHAUNAGAR.**

DHOLA Sta. *R.*

14 m. **SONGAD** Sta. Dharmsala (rest-house). Alight here for **PALITANA.** *D.B.* (15 m. S.) Application should be made to the Dep. Assist. Pol. Agent, Songad, for a conveyance.

From Palitana to **SATRUNJAYA,** or the Holy Mountain, a hill covered with some of the most famous Jain Temples in India, is 1½ m. The ascent up the hill is steep. Dhoolies and bearers can be hired.

Two ridges, separated by a valley and surrounded by battlements, crown the hill. The temples are grouped together in walled enclosures, the gates of which are shut at sunset.

One gate leads within the battlements, and 19 more inside give access to the 19 principal temples.

It is impossible in a work of this size to attempt to describe the temples, which date from the 11th century down to the present day, save to remark that they are well worthy of a visit.

18 m. **SIHOR** Sta. *D.B.* The old capital of this State. It contains some interesting temples.

31 m. **BHAUNAGAR** Sta. *D.B.* Railway Terminus. A port and city of 50,000 inhabitants, and capital of the State.

Branch B. **DHOLA TO JETALSAR JUNCTION** (110 m.) for (*a*) Junagadh Verawal and Patan Somnath; (*b*) Porebundar; (*c*) Rajkot and Wadhwan.

(*a*) **JETALSAR** Junction. *R.*, and waiting-room.

16 m. **JUNAGADH** Sta. Waiting-room. *D.B.*

This is one of the most interesting spots in the W. of India, is an ancient city of 30,000 inhabitants, picturesquely situated under the GIRNAR and DATAR HILLS. To the S.E. is the "Forest of Gir," famous as the home of the very few remaining Indian lions. Some specimens may be seen in confinement in the SARDAR BAGH, S. of the town. N. of the city is the SAKAR BAGH, where there is a menagerie.

The most interesting caves are in the **Uparkot,** the

ancient citadel, permission to visit which must be obtained. It is very ancient, the officers of Asoka, and later those of the Gupta kings, being stationed here. The inner gateway, though spoilt by Mohammedan additions, is a fine specimen of Hindu architecture.

Rising above Junagadh is the **Girnar Mountain** (3,666ft.), on which are some most ancient Jain temples, and which has been a place of pilgrimage for centuries before the Christian era. The road passes through the WAGHESHWARI GATE, near the Uparkot. About 200 yards beyond, on the right of the road, to which it is joined by a causeway, is the modern, ugly TEMPLE OF WAGHESHWARI. A little further on is a bridge, beyond which is the famous ASOKA STONE covered with 14 Edicts of Asoka (250 B.C.), in Pali. The route continues over the Sonarekha, past numerous temples, the largest of which is DAMODAR, a name of Krishna, because near here, when a child, his mother tried in vain to confine him with a rope (dam). Close by is a very sacred reservoir. Thence, through a wooded valley, to the Shrine of Bhavaneth, where, if the traveller is not a good climber, he can engage a doolie (Rs.3—Rs.4.). The first halt is made at CHODIA-PARABA (480ft.), the second at DHOLI-DERI (1,000ft.), after which the path becomes very narrow and precipitous. From a darmsala (1,500ft.) a fine view of the BHAIRAV-THAMPA ("fearful leap") rock is obtained, whence fanatics used to hurl themselves.

The entrance of the **Deva Kota,** or Ra Khengar's Palace, is about 2,400ft. above the plain. On the right, as one enters, is the ancient granite temple of MAN SING, beyond which is that of VASTUPALA, while to the left is the large enclosure of the temples. On a ledge 600ft. below the summit of the hill, stand some 16 Jain Shrines, the largest of which is **Neminatha,** containing a black statue of Neminath, the 22nd Thirthanka, seventy cells, each with a marble figure, and having in front a fretted screen, surround the enclosure.

One of the most interesting temples is that built by two brothers, **Tejahpala and Vastupala,** in 1177, a triple arrangement, as if three had been joined together. It stands immediately behind the temple of Neminatha. To the N. is that of SAMPRATI RAJA, dating from the end of the 12th century. S. of this, but 200ft. above the Jain shrines, is that of GAUMUKHA, whence a steep flight of steps leads to the summit of the hill (3,300ft.). An ancient temple, known as AMB-MATA, and resorted to by newly-wedded couples, stands here.

Other sights worth seeing are the Tombs of the Kings, the Naughan and Adi Chadi wells—the latter said to have been constructed by slave-girls—the Khapra Khodia Caves, and the shrine of Jamal Shah.

61 m. **VERAWAL** Sta. Terminus. An ancient city and port, 3 m. S.E. of which is the old port of **Patan Somnath,** famous as being the spot where Krishna was shot by the Bhil, and where the Jadavs, imitating the Kilkenny cats, killed each other. The JUNAGADH, or W. gate of Patan, is a triple structure of ancient Hindu architecture.

The chief sight in Patan Somnath is the old **Temple,** which was looted by Mahmud of Ghazni, in 1025 A.D., who carried off the " Gates of Somnath," which, after remaining for centuries at Ghazni, were brought to Agra when Lord Ellenborough was Governor-General. Of this temple Fergusson says it is " not remarkable either for its size or its beauty. It is now converted into a mosque, and considerably spoilt in the process."

The TRIVENI, or Confluence of the Three Rivers, is a sacred spot E. of the town. In the same direction is the **Suraj Mandir,** a most interesting ancient temple dedicated to the Sun, standing on higher ground. It is of about the same date as the Old Temple, and was much damaged by Mahmud. In contains much fine carving. There are several other curious old shrines and tombs near by.

A spot that should not be missed by the visitor to Somnath is the **Mai Puri,** about ½ m. outside the Patan Gate. The carving of this temple, or rather mosque, as it is now, is exquisite. Close by are various Mohammedan tombs.

On the sea-shore there stands an ancient pagoda, the BHID BHANJAN, or Bhidyo, dating from the 14th century.

(*b*) **JETALSAR** Junction. *R.* and Waiting-room.

78 m. **POREBUNDAR** Sta. Terminus. Waiting-room. *D.B.* This old seaport and capital of a State, though possessing many sights of interest in the neighbourhood, contains nothing of sufficient importance to attract the ordinary tourist.

(*c*) **JETALSAR** Junction. *R.* and Waiting-room.

22 m. **Gondal** Sta. Waiting-room. Capital of a native State.

46 m. **Rajkot** Sta. *D.B.* Junction W. for Jamnagar, N. for Vikanar, Wadhwan, etc.

A civil and military station, and headquarters of the Political Agent.

The RAJKUMAR COLLEGE, for sons of the chiefs, is one of the most important educational establishments in India.

SECTION V.

DELHI TO SIMLA,

viâ Kurnal, Umballa, and Kalka.

DELHI Sta.

54 m. **PANIPUT** Sta. *D.B.* An ancient town of about 28,000 inhabitants. It is chiefly famous as being the scene of three of India's decisive battles: (i.) 1526 A.D., when the Emperor Babar defeated the Afghans under Ibrahim Lodi; (ii.) 1556 A.D., when Akbar crushed the army of Himu, the general of Sultan Mohammed Shah 'Adil, nephew of Sher Shah; (iii.) 1761 A.D. On this occasion the Marathas were defeated with terrible slaughter by the Afghans, under Ahmed Shah Durani.

76 m. **KURNAL** Sta. *R. D.B.* A very ancient town of about 23,000 inhabitants. Before the Mutiny it was a cantonment. It was here that Nadir Shah, the Persian, defeated Mohammed Shah, Emperor of Delhi, in 1739 A.D., after which he sacked Delhi, and returned to Persia with immense booty.

97 m. **THANESAR** Sta. *D.B.* Chiefly famous for a most sacred tank, to which thousands resort to bathe on the occasion of an eclipse of the moon.

123 m. **UMBALLA CANTONMENT** Sta. *R. D.B.* Junction. N.W. for Lahore and the Punjab; S.E. for Bareilly, Lucknow and Bengal; N. for Kalka and the Simla Hills.

Umballa is an important civil and military station, with a population of nearly 80,000.

Hotels. Lawrence's H., Lumley H., Sirhind H.

Clubs. Sirhind C., Golf C.

Agents. R. Norton and Co., who undertake despatch of goods to the hills, etc.

Bank. Oudh Commercial B.

Chemists. Ball, Hobson and Co.

The locality is famous as being the "Holy Land" of the Hindus, particularly that piece between the Rivers Ghaggar and Sarasouti—the ancient Drishadvati and Saraswati—and the latter is deemed of peculiar sanctity even at the present day.

HINDU WOMAN.

PARSEE BABY.

The CHURCH, consecrated in 1857, is one of the finest in India. There is, besides, a SCOTCH CHURCH. There are also a HOSPITAL, LEPER ASYLUM, and a DISPENSARY.

158 m. **KALKA** Sta. *R.* (with retiring rooms). *D.B.* At present this is the railway terminus, but very shortly the line to Simla, now in course of construction, will be open for traffic.

Hotels. Lowrie's H., Lumley's.

Kalka (2,400ft.) is at the foot of the hills. From here passengers proceed to

(*A.*) **KASAULI** (6,322ft.), on the hills above Kalka, a military and convalescent depot.

Hotels. Norton's H., Hotel de France.

Chemists. Ball, Hobson and Co.

The journey up the hill (between 8 and 9 m.) along the old Simla road is done either by pony, dandy, or rickshaw, and the luggage is carried up by coolies. Arrangements can be made with the hotel proprietors, or the men can be hired at Kalka.

At **SANAWAR,** 3 m. from Kasauli, and rather lower, is the LAWRENCE MILITARY ASYLUM for soldiers' children.

(*B.*) From Kalka to **SIMLA** is 57 m., along an excellent road, and the time occupied is about 8 hours. Tongas, Rs.25, Phaetons and Invalid Tongas, Rs.50. Single seats in mail or ordinary Tongas, Rs.8; Ekkas, for servants and luggage, average about Rs.8. The cost of an ekka varies according to the demand. Previous application for tongas should be made to the SUPERINTENDENT OF THE MAIL AND POST OFFICE, Simla (or Kalka). During the summer season it is well to book well in advance, as there is often a rush up or down the hill. The railway to Simla will soon be completed, when the tonga service will be done away with. Passengers on the tongas should wear veils or spectacles to protect the eyes.

At **DHARMPUR** (15 m.), *D.B.*, there is a toll bar. Here a road to the left leads to **SUBATHU** (10 m.), a small military sanitorium. From Dharmpur the road passes below **DAGHSHAI,** a military sanitorium, after which there is a steep climb over Barogh (6,000ft.), and then a steady drop to Solon (5,000ft.), 27 m., which is another small military cantonment. Here there is another Govern-

ment *D.B.*, and the New (or Law's) *D.B.* Thence for several miles the road is fairly level, after which it gradually rises to **KERI GHAT** *D.B.* (42 m.), and on to

57 m. **SIMLA.**.

Hotels. Grand H., Lowrie's H., Elysium H., Metropole H., Longwood H., Central H., and numerous boarding-houses.

Clubs. United Service C., New C.

Banks. Alliance B. of Simla, B. of Upper India, Delhi and London B., Punjab Banking Co.

Chemists. Bliss and Co., Plomer and Co.

Simla is divided into two main divisions, **Chota Simla** on the E., and **Boileauganj** on the W., with a large bazaar between. On a hill to the W. of Boileauganj is the military station of **JUTOGH,** while on the extreme E. is JAKKO (8,050ft.).

Simla is the summer headquarters of the Viceroy and the Indian Government, and is a very fashionable and expensive place during the season. The scenery is very fine, and those who have money and friends can spend a most enjoyable time, but there is nothing in ancient buildings or antiquities to attract a stranger.

There are numerous EDUCATIONAL ESTABLISHMENTS, including Bishop Cotton's School, the Punjab Girls' School, and the Mayo Orphanage, besides private schools, and the Roman Catholic Convent. There are numerous fine Government Offices and a splendid TOWN HALL, where is the Station Library, Theatre, Concert-room and Ball-room, etc. A short distance W. of the Town Hall is CHRIST CHURCH.

The Racecourse is at ANNANDALE, a valley N.W. of Boileauganj, and about 1,200ft. below the RIDGE.

Several delightful excursions can be made from Simla.

(*A.*) **MASHOBRA** 4 m. A very pretty spot. People often come out here to spend a few days.

(*B.*) To **NARKANDA** (9,600ft.) and **KOTGARH.** The scenery on this route is magnificent, and there are *D.B.'s* at all the stages—viz., 15 m. FAGU, 22 m. THEOG, 33 m. MUTTIANA, 45 m. NARKANDA, 54 m. KOTGARH.

(*C.*) To **SULTANPUR** and the **KULU VALLEY.** To NARKANDA 45 m., as in the previous route; 53 m. KAMASEN, *D.B.;* 64 m. DALARSH (cross the Sutlej); 71 m. CHAWI, *D.B.;* 80 m. KOT, *D.B.;* 91 m. JEEBHI,

SIMLA
IN THE SIMLA HILLS
SNOWY RANGE NARKUNDA
NEAR NARKUNDA
NEAR NARKUNDA
Photographed by
BOURNE & SHEPHERD,
CALCUTTA, BOMBAY & SIMLA

SIMLA

D.B. (cross Jalori Pass, 10,500ft.); 99 m. MANGLAOR, *D.B.;* 107 m. LARJI, *D.B.;* 118 m. BAJAORA, *D.B.;* 127 m. SULTANPUR, *D.B.* After Kamasen, until Sultanpur is reached, the bungalows are small (at Dalarsh there are none), and supplies are limited. The scenery is grand in the extreme.

SECTION VI.

LAHORE TO KARACHI,

viâ Mooltan, Ruk Junction (for Quetta), Hyderabad, Jungshahi (for Tatta).

LAHORE Sta.

4 m. **MEEAN MIR (WEST CANTONMENT** Sta.).

26 m. **RAEWIND** Sta. *R.* Junction for Ferozepore and Rajputana.

104 m. **MONTGOMERY** Sta. *R. D.B.*

178 m. **KHANEWAL** Sta. *R.* Junction for Lyallpur and Wazirabad.

207 m. **MOOLTAN CITY** Sta.

208 m. **MOOLTAN CANTONMENT** Sta. *R. D.B.* Junction W. for Dera Ghazi Khan, N. for Dera Ismail Khan.

Mooltan, a municipality (75,000 inhabitants), and a military station, is a very ancient city 4 m. from the left bank of the Chenab. It is supposed to have been one of the Indian cities taken by Alexander.

Mahommed of Ghazni took it in 1005, but previous to that it had been Mahommedan. Until 1779 it was under the rule of the Emperor of Delhi, when it passed into the possession of the Afghan, Muzaffar Khan, who held it for nearly forty years, when the town was taken by Ranjit Singh's army—Muzaffar Khan and all his sons perishing in the battle. The Sikhs held Mooltan until 1849, when the British, under General Whish, captured the place.

Cantonments lie W. of the city. There is not much of importance in Mooltan that detains the mere tourist.

The **Old Fort,** with the handsome shrine of Ruknu-din, is of some interest. ¾ m. N. of the Fort is the Idgah, where Mr. Vans Agnew and Lieut. Anderson were murdered, the act which finally brought on the second Sikh War. The Tomb of Bhawal Hakk (circa 1270 A.D.) is especially interesting as being almost the only specimen of the period now extant.

218 m. **SHER SHAH** Sta. *D.B.* Junction for the Sind-Sagar Railway branch.

272 m. **BAHAWALPUR** Sta. *D.B.*

This is the capital of the next most important Punjab native state after Patiala. Thence the railway runs through dusty and uninteresting desert to

292 m. **SAMASATA** Sta. *R.* Junction for the Samasata—Bhatinda—Delhi branch.

355 m. **KHANPUR** Sta. *R.*

418 m. **RETI.** *R.*

487 m. **ROHRI** Sta. *D.B.*

5 m. E. is **ALOR,** the ancient Hindu capital of Scinde.

The Indus is crossed by the fine Lansdowne Bridge, which connects Rohri with the island of BHAKKUR, a spot in former times considered of much importance from a military point of view.

Thence a second bridge carries the line to Sukkur.

Travellers to Hyderabad (Scinde) can now go direct *viâ* **PAN IDAN,** *R.*, and **RAHOKI JNCT.** (for Jodhpore Bikaneer Railway).

490 m. **SUKKUR** Sta. *R.* *D.B.*

507 m. **RUK** Sta. *R.* *D.B.* Junction. N.W. for Quetta, etc. S. for Karachi.

[**QUETTA AND CHAMAN ROUTE.**

RUK Sta.

36 m. **JACOBABAD** Sta. *D.B.* The hottest station in India. A municipality with small garrison of native cavalry.

133 m. **SIBI** Sta. *R.* *D.B.* Junction. S.W. to Bostan Junction *viâ* Quetta; N.W. to Bostan *viâ* Harnai.

The railway is a magnificent piece of engineering, but the scenery, though mountainous, is monotonously barren. To see the line properly the tourist should go to Bostan *viâ* Quetta, and return *viâ* Harnai.

180 m. **MACH** Sta. *R.*

221 m. **QUETTA** Sta. *R.* *D.B.*

Quetta is an important military station and headquarters of the Government of British Beluchistan, ceded to the English at the treaty of Gundamuk. The town stands on a plateau surrounded by barren hills, and it is difficult to understand how all the beautiful gardens and trees round the bungalows have been induced to grow in this desolate region.

There is a good club, and a branch of the Punjab Banking Co.

242 m. **BOSTAN** Sta. *R.* Junction. N.W. for Chaman on the Afghan frontier; S.E. the traveller can return to Sibi by the loop line.]

540 m. **LARKANA** Sta. *D.B.*
The capital of the most fertile part of Scinde.

630 m. **SEHWAN** Sta. *D.B.* (no provisions).

A small town (5,000 inhabitants), the headquarters of a sub-district and the centre of the Government canal systems of these parts.

The FORT of SEHWAN is very ancient, being even ascribed to Alexander the Great.

[The **Manchhar Lake,** a fine sheet of water (160 square m.) formed by the expansion of the ARAL river and the W. NARA CANAL. At other times than the "rains," however, its area is about half. There is fine small game shooting about here.

641 m. **LAKI** Sta. *R.*

716 m. **KOTRI** Sta. *R.* *D.B.* (no provisions). Junction. E. for Hyderabad, Rajputana and N.E. India.

HYDERABAD is now in direct communication with ROHRI Junction.

[6 m. (from Kotri) **HYDERABAD** Sta. *D.B.* Junction. N. for Rohri, E. for Barmer and Rajputana (J.-B. Ry).

The city, (60,000 inhabitants) is situated on a rocky island in the Indus. There is nothing much here to attract the sightseer.

The **Fort,** a strong-looking structure of irregular shape. Originally within the walls were mosques, streets, and palaces, but they have almost entirely disappeared, the only palace now kept up being that of MIR NASIR KHANI. A visit should be paid to the **Tombs of the Kalhoras and Talpurs,** most of which are very beautiful, and decorated in exquisite taste. They stand on the N. of the city, beyond the JAIL.

N.W. of the city lie **Cantonments.** In the Church of ST. THOMAS is a brass to the officers and men who fell at Miani and Dabo. These two battlefields lie, MIANI 6 m. N.W., and DABO 5½ m. E. of Hyderabad.]

768 m. **JUNGSHAHI** Sta. *R.*

From here can be visited the MAKKALLI HILLS, and TATTA.

[**TATTA** is now but a small city of some 8,000 inhabitants, standing about 4 m. W. of the Indus, and 13 m. S.E. of Jungshahi.

The **Grand Mosque,** commenced in the middle of the 17th century by Shah Jehan, and completed by Aurangzeb, has a roof with no less than 100 domes, each differently painted.

Kalyan Kot, 2 m. S. of Tatta, is a very ancient Fort, said to have been built by Alexander the Great.

Makkalli Hill Cemetery covers more than 6 square m., and is said to contain over 1,000,000 graves. It is about 1½ m. W. of Tatta. On the top of the hill is a great 'Idgah, behind which are numbers of buildings, archways, towers, etc., rising above the ruins. These are well worth visiting, if only to examine the wonderful glass-like bricks of which many are built.

It should be borne in mind that though there are several rest-houses of sorts in this districts travellers must make their own arrangements for provisions.]

819 m. **KARACHI CANTONMENT** (Frere Street) Sta. *R. D.B.*

Hotels. Paul's H. Jubilee H. Scinde Punjab H.

Clubs. Scinde C. (residential), Gymkhana and Ladies' C., Golf C.

Banks. National Bank of India, Bank of Bombay, Agra B., Commercial B. of India.

Shipping Companies. P. and O.S.N. Co. (McIver, McKenzie and Co.), B.I.S.N. Co., Austrian-Lloyd S.N. Co., Clan Line (Finlay, Muir and Co.), Hall Line (Sir Charles Forbes and Co.), Wilson Line (Finlay, Muir and Co.), Anchor Line (D. Graham and Co.), Messageries Maritimes, Hansa Line.

Chemists, E. Brooks and Co. (Dr. J. C. Brooks, Physician), Dinshah Bros.

Newspaper. Scinde Gazette (daily).

The **McLEOD,** or City, Sta. is 2 m. further on.

Karachi (104,000 inhabitants) is the chief city in Scinde, and one of the four great ports of India. It is built on the edge of the Delta of the Indus, lat. 24° 47′, long. 66° 56′ E. The town is entirely modern, dating from 1842. It is now the headquarters of the Chief Commissioner of Scinde and of the Brigadier-General of the troops.

There are the usual public buildings and offices, clubs, banks and churches. The Zoological Gardens are well worth a visit. Karachi is, however, essentially a commercial city, and no one, unless staying with friends, will desire to remain there longer than he is obliged.

CHAPTER VIII.

KASHMIR.

Kashmir, or Gulistan (the Land of Roses), as it is sometimes called, is one of the most delightful countries imaginable. During the summer months it is thronged with Anglo-Indians, chiefly military and civil officers and their wives, seeking rest after toil on the burning plains of India.

EXPENSES in Kashmir are comparatively slight, but they are far higher than they used to be, and are every year increasing, a fact due to the unfortunate habit Englishmen have of paying whatever is asked, and often more, lest they may appear mean, and of the absurd extent to which "backsheesh" has sometimes been distributed, especially after a successful shoot.

DESCRIPTION. Kashmir proper is an elevated valley, some 1,680 square miles in extent, and 6,000ft. above sea level, lying surrounded by the towering peaks of the N.W. Himalayas. It is watered by the Jhelum, which runs right through the valley previous to debouching into the plains to join the Indus.

CLIMATE. Throughout the greater part of the year the climate is delightful. In winter it is sometimes cold enough for skating, while in July and August the heat is rather oppressive, and most people leave Srinagar and ascend to the cooler localities, Gulmarg, Sonamarg, Nagmarg, etc.

ARCHITECTURE. The actual architectural treasures of Kashmir are not numerous. The ruins of Martand. Avantipore, Pandritan and the temple at Payech are worth seeing. They are peculiar as exhibiting distinct traces of ancient Greek influence, and are of much interest archæologically.

THE SOIL of the country is very fertile, and, combined with the climate, enables the inhabitants to cultivate practically all the fruit and vegetable crops that are grown in Europe, together with many others that belong to more southern regions.

THE POPULATION is about 815,000, of whom only a little over 50,000 are Hindus, the remainder being Mohammedans. About one-sixth of the people are congregated in Srinagar, the capital. No other town is of any size. The old capital, Islamabad, contains about 8,000 inhabitants.

HISTORY. The Hindu Rajahs, who originally governed Kashmir, were displaced by the Tartars, who in their turn had to yield up the country to the great Moghul Emperor Akbar. The fort on the hill of Hari Parbat, near Srinagar, was built by him, and all round the capital are pleasure-grounds and buildings built by Jehangir, who was especially fond of the valley. In the middle of the 18th century the country was occupied by the Afghans, but in 1819, Misser Chand, the Sikh General of Ranjit Singh, conquered them in their turn. After the overthrow of the Sikhs in 1846 the British assumed the sovereignty, and assigned Kashmir by treaty to Golab Sing.

ACCOMMODATION. Though there are excellent bungalows along most of the routes into Kashmir, tourists who wish to see something of the country should take tents, as a house-boat must necessarily be restricted to the main waterways. Tents can either be brought in with one's baggage, or hired in Srinagar.

There are hotels at Srinagar and Gulmarg, and various quarters have been erected by the State at these places, but the demand for accommodation is very great, and unless an early application is made, the visitor will have to fall back on tents.

Military and Civil Officers of the British Government may at any time and without passes visit and reside in the territories of H.H. the Maharajah of Kashmir. Other Europeans, Americans, and Australians require passes, which may be granted by the Resident. Complaints on any matter are to be preferred by letter to the Resident. Visitors to Srinagar are requested to communicate their names and date of arrival to the Durbar official, who will attend on them. Visitors wishing to visit the Fort or Palace are required to give one full day's notice of their intention to the Baboo deputed to attend on European visitors. Application for houses, or for quarters in the Barracks at Srinagar, should be made to the Director of Public Works, Srinagar.

Visitors to Jammu are required to apply to the Assistant Resident in Kashmir for permission to visit the towns, and occupy rooms in the State Travellers' Bungalow. Officers of his Majesty's services, civil or military, are not, however, subject to this rule.

SHOOTING REGULATIONS. There are strict shooting regulations in force, and licences to shoot have to be taken out. Application should be made to the Honorary Secretary, Kashmir Game Preservation Association, Srinagar.

For a **TARIFF OF CHARGES** for house-boats, quarters,

coolies, etc., application should be made to the Assistant Resident.

At present the standard rate is as follows: —

For a coolie carrying 25 seers or less, 4 an. per stage.

For a coolie carrying over 25 seers but not exceeding 1 maund, 6 an. per stage.

For a Kahar. 7 an. per stage.

For a Riding Pony, with English-pattern saddle and bridle, Rs. 1 per stage.

For a Baggage or Servants' Pony, 8 an. per stage.

For a Yak or Bullock, 8 an. per stage.

There are several "passes" into Kashmir.

(i.) *Viâ* **JUMMU.** (This is only a trade route. Travellers are not allowed to use it without sanction.)

(ii.) *Viâ* **JHELUM AND PUNCH.**

This route is somewhat difficult, and is best done on foot, though some may prefer ponies.

JHELUM to (13 m.) SHIKARPUR, *D.B.;* 26 m. TANGROT, *D.B.;* 36 m. CHOWMOOK; 56 m. RAIDANI; 84 m. Neki; 66 m. BERARLI; 74 m. KOTLI; 89 m. SAIRAH; 105 m. PUNCH, *D.B.;* 115 m. KAHOOTA, *D.B.;* 130 m. HYDERABAD, *D.B.;* 140 m. URI; 153½ RAMPUR, *D.B.;* 169 m. Baramula, *D.B.*

Thence to **SRINAGAR** by boat, or road.

(Accommodation and supplies are very deficient on this route.)

(iii.) *Viâ* **HASAN ABDAL AND ABBOTABAD.**

12 m. DEDUR, *D.B.;* 20 m. HARIPUR, *D.B.;* 42 m. ABBOTABAD, *D.B.;* 58 m. MANSERAH, *D.B.;* 76 m. GARHI HABIBULLA, *D.B.;* 98 m. DOMEL, *D.B.;* 112 m. GARHI *D.B.;* 121 m. HATTI; 132½ m. CHAGOTI, *D.B.;* 146 m. URI, *D.B.* Thence to SRINAGAR, as above.

(iv.) *Viâ* **GUJRAT, BHIMBER AND THE PIR PANJAL RANGE.**

28 m. BHIMBER, *D.B.;* 43 m. SAIDABAD, *D.B.;* 56 m. NOWSHERA, *D.B.;* 70 m. CHANGAS SERAI, *D.B.;* 84 m. RAJAORI, *D.B.;* 98 m. THANNA MANDI, *D.B.* (at the foot of the Rutten Pass); 108 m. Baramgalla, *D.B.;* 114 m. POSHIANA; 123 m. ALIABAD SERAI (crossing the Pir Panjal), 142 m. SHUPIYAN, *D.B.* Hence to SRINAGAR is two marches; or if the visitor prefers it he can proceed, *viâ* MOHUNPOORA and KANBAL, *D.B.*, to ISLAMABAD, and thence to SRINAGAR by boat.

This route is very fine, and at most of the stages there is a *D.B.* Provisions, however, should be taken, and small

tents, in case they are required. The traveller must walk or ride.

(v.) *Viâ* **GUJRAT, BHIMBER, PUNCH AND THE HAYI PIR PASS** to **URI.** Thence to Srinagar, as in No. ii.

(vi.) *Viâ* **RAWAL PINDI AND MURREE.**

By tonga. 25 m. TRET, *D.B.;* 37 m. MURREE.

Tonga Charges. Seat on mail, Rs.8 (return Rs.12); Express tonga (for 3), Rs.24; family tonga, Rs.30; Phaeton, Rs.45.

Tonga Charges from Murree to Kashmir.

Seat on Mail to BARAMULA	Rs.30
Seat on Mail to SRINAGAR	Rs.37
Special to BARAMULA	Rs.90
Special to SRINAGAR	Rs.110
Family to BARAMULA	Rs.120
Family to SRINAGAR	Rs.145
Phaeton to BARAMULA	Rs.150
Phaeton to SRINAGAR	Rs.175
Bullock Train Cart to BARAMULA (15 maunds luggage)	Rs.50
Bullock Train Cart to SRINAGAR ...	Rs.60
Ekkas ... ... about	Rs.18

As only four special tongas per day can be booked between Srinagar and Murree, and *vice versâ*, full enquiries, etc., should be made some days beforehand to Messrs. Danjibhoy and Son, RAWAL PINDI, MURREE, or KASHMIR.

MURREE (7,700ft.), hill station and sanitorium.

Hotels. Lockwood H., Viewforth H., Chambers H., Rowbury's H.

Club. Phœnix C.

Banks. Alliance B. of Simla, Commercial B. of India.

Chemists. Phœnix Medical Hall (Hogan and Co.), W. Wilson, Juggat, Singh and Son.

27 m. **KOHALA** (2,000ft.). *D.B.* (By Dewal, along a bridle-path, the distance is only about 16 m.)

38 m. **DULAI.** *D.B.*

48 m. **DOMEL.** *D.B.* Here the road is joined by that from HASAN ABDAL, and the KISHENGUNGA unites with the JHELUM.

62 m. **GARHI.** *D.B.*

82½ m. **CHAGOTI.** *D.B.*

96 m. **RAMPUR.** *D.B.*

111½ m. **BARAMULA.** *B.D.*

Here, as a rule, those who have engaged house-boats (DOONGAS) find the same awaiting them. The rent foı a doonga is about Rs.20, and for a "kitchen" doonga Rs.15 per mensem, which prices include the wages of the four men required for each boat. The charges quoted are tending to rise. Besides these, English house-boats can be obtained, furnished or unfurnished, the rent varying with the accommodation.

[The first place of importance after leaving Baramula by boat is **SOPOR,** a good centre from which to visit **GULMARG** (18 m.), Nagmarg, and the **LOLAB VALLEY.** (This last trip is very pretty. The stages are HARWAN, 10 m.; LALPOOR, 28 m.; KOFWARA, 46 m.; and AWATKOOLA, 54 m., on the Pohra River, where the boat, which should have been sent on, will be found waiting.]

The **WULAR LAKE** is one of the most beautiful sheets of water to be seen anywhere, and is the largest natural fresh water lake in India, having an area of about 65 square miles. The Manchhar Lake in Scinde covers about 160 square miles in the "rains," but as it is the result of the expansion of the W. Nara Canal and the Aral River, it can hardly be said to be due entirely to natural causes. Like most mountain lakes, the Wular is subject to sudden squalls, and it is wiser, therefore, to cross it in the early morning.

Thence by canal to **HAJAN,** 8 m. above which is **SUMBAL,** whence the boat can be diverted towards the **MANASBAL LAKE.**

SHADIPORE is 6 m. above Sumbal, and 10 m. further on is Srinagar.

[N.B.—Should the tourist be anxious to get to Srinagar quickly, or should the river be high, the boat can be taken from Sopor to Shadipore by the NARU CANAL.]

144½ m. **SRINAGAR** (5,250ft.). *D.B.*

Hotel. Nedow's H.

Bank. Punjab Banking Co.

There are various "quarters" and bungalows, owned by the State. For information, etc., regarding these, visitors should apply to the "Director of Public Works." Most people spending the summer in Kashmir live in tents or house-boats. "Cockburn's Agency" undertakes the hire of

boats, tents, and all necessaries for camp, and will give advice and information to enquirers. Advice may also be obtained from the Native Agent of the Maharajah.

Srinagar dates from the 6th century. It is a picturesque city, standing on the banks of the JHELUM, which is crossed by numerous wooden bridges. The houses are chiefly constructed of wood, and this peculiarity, together with the numerous canals, causes the place to be totally unlike any other town in India.

The Jhelum, like most rivers that rise in mountainous districts, is liable to heavy floods. An unprecedented one occurred in July, 1903. The bund between the Dal Lake and the canal gave way, and the lake rose 10ft. in half an hour. Between two and three thousand houses in and around Srinagar collapsed, and thousands were rendered homeless, while over 40 miles of the tonga road were submerged.

The **Jumma Musjid,** in the N. of the city, and the **Shah Hamadan Mosque,** in the same direction, but nearer the river, are both built of wood. N.E. of the Jumma Musjid is **Hari Parbat,** surrounded by a high wall, and containing Akbar's **Fort,** dating from the end of the 16th century. **Sher Garhi,** on the W. bank of the river, contains the **Fort** and the **Maharajah's Palace,** while just across the Jhelum are the EUROPEAN QUARTERS. Passing along the POPLAR AVENUE, or Rotten Row, the visitor will arrive at the **Takt-i-Suleiman,** or Solomon's Throne, rising about 1,000ft. above the surrounding country, whence he will obtain a splendid view of the city. On this hill is an interesting temple. On the E. and N.E. of Srinagar is the lovely **Dal Lake,** with its curious floating gardens, covering an area of about 10 square miles.

On the E. side is NISHAT BAGH, with SHALIMAR BAGH further N. This palace was built by Shah Jehan, and was a residence of Jehangir and his queen Nurmahal. On the opposite side of the lake is the Nazib Bagh, a most picturesque "bit" on the edge of the water, and S. of the Shalimar Bagh.

Those who wish to wander about Kashmir might make one or other of the following excursions:—

(i.) The **LIDDAR VALLEY,** with **MARTAND** and **VERNAG.**

By boat, the traveller ascends the river to **PAMPUR** (8 m.), thence to **KURKAPUR** (14 m.). Here he should stop to pay a visit to the very ancient and interesting temple of **PAYECH.** The date is disputed. According to

Fergusson it exhibits in a very full degree the peculiarities of Kashmir architecture. A still older specimen is to be seen at Pandritani. Though very small, it shows extremely well the curious resemblance to Western designs. Thence by **AVANTIPUR BIJBEHARA** and **KANBAL** for **ISLAMABAD.**

4½ m. N.E. of this last-named town are the **RUINS OF MARTAND.** These ruins, which are particularly interesting on account of their almost Western semi-classic style, are of doubtful age, but are probably not later than the end or the middle of the 8th century, and are possibly much older.

A brief interesting account of these temples and their style will be found in Fergusson's Handbook of Architecture.

5 m. from here is **ACHIBAL,** *D.B.*, a delightful spot, with streams and groves, and 12 m. further on is **VERNAG,** *D.B.*, where, from an octagonal tank at the foot of the **BUNIHAL PASS,** rises the Jhelum.

Another excursion should be made from here up the **LIDDAR VALLEY.** The route from ISLAMABAD is **MARTAND** (4½ m.), **BAWAN,** 12 m. further on; thence it is another 12 m. to **AISHMAKAN.** From here to **PAILGAM** (8,500ft.), a favourite summer resort, is 14 m. Thence to **TANIN** (10,500ft.), 12 m. A hard march of 11 m. takes one to **SHISHA NAG** (13,000ft.), from whence the **Cave of Amarnath** (16 m.), much resorted to by pilgrims, may be visited.

(ii.) The **SCINDE VALLEY** is reached by going either on foot or by boat to **GANDERBAL,** 10 m. Thence the marches are **KANGAN,** 11 m.; **GOOND,** 25 m.; **GAGANGAIR,** 34 m.; **SONAMARG** (8,500ft.), 43 m.

From SONAMARG to **LEH,** the capital of Ladakh, and an interesting town, is 14 marches.

Travellers should remember to take tents and provisions with them, as it is practically impossible to get accommodation or provisions save of the simplest kind.

GULMARG (8,500ft.) is the fashionable "hill station" of Kashmir. There is a road direct from Srinagar. It is 17 m. from Baramula, 18 m. from SOPOR, 16 m. from PALHALLAM.

There is a hotel (Nedow's), and huts which can be rented from the State, or visitors can bring up and pitch their tents. During the season, Gulmarg is very gay, and there are much the same amusements as at hill-stations in India.

For fuller details consult Neve's "Tourist's Guide to Kashmir, Ladakh, and Skardo" (Price Rs.2 an.2. "Civil and Military Gazette," Lahore).

CHAPTER IX.

BURMA.

Burma, divided into Upper and Lower Burma, lies roughly between 27° and 10° N. Lat., with an area of nearly 172,000 sq. m., and a population of some 8,000,000.

Burma has, up to the present time, been comparatively little visited by the tourist. The communications, though improving, are not good, and, except at Rangoon, the hotels leave much to be desired. The climate, moreover, is somewhat moist and warm, and, though the average temperature is considerably less, the country experiences little of the delightful cold weather of Northern India. Nevertheless, particularly to those who have already visited India, Burma is most interesting and well worth a visit. Though Oriental, both the people, buildings, and scenery are, in the main, utterly different from their Indian counterparts.

The **scenery** of Burma is in general utterly unlike that of India. Five great rivers, the Irrawaddy, Sittang, Salween, Chindwin and Myitnge, take the place occupied by the Ganges, Jumna, Indus and Brahmaputra of Northern India, but the banks are in many places replaced by steep cliffs, though through their lower reaches the land is flat monotonous alluvium. The chief crop in Lower Burma is rice, mingled with cotton, tobacco, and sesamun, while in the northern parts maize, wheat, millet and pulse are also cultivated. A large part of Burma is overgrown with dense forest—the teak tree predominating—the wood of which forms one of the chief exports. Gold and silver are found in small quantities, and the ruby mines are the most famous in the world.

The Burmese differ much, both in appearance and manners, from the Indians. The general shape of the face is more flattened, with somewhat prominent cheek-bones and slit-like eyes. The men have no beard and rarely much moustache, but their hair is long. The women are not kept in seclusion as in India. On the other hand, they do a great deal of the business for their lords and masters. Both sexes

are of a cheerful and careless temperament, fond of gay silks and colours, and greatly addicted to cheroot smoking.

The Burmese are all Buddhists. Every man has to spend at least a portion of his life as a monk, and, in consequence, the priests, or "phoongyis"—recognisable everywhere by their shaven heads and robes of yellow silk—are held in high respect, a fact the tourist should always be careful to remember.

The **monasteries** and **pagodas** comprise almost all the buildings of any architectural or historic interest in Burma.

A MONASTERY, or Phoongyi Kyaung, is to be found in every village and town. They are usually long, single-storied, rectangular buildings, with a flight of steps leading up to the verandah. Most of the older kyaungs are of teak, and are often most elaborately and grotesquely carved. Tiers of dark roofs of carved teak, ornamented here and there with PYATHATS, or spires, rise upwards to the sky.

The PAGODA is almost invariably pyramidal in form, surmounted by the "htee," an umbrella-like spire encircled by iron rings, to which bells are attached which tinkle as the wind rises and falls. The larger buildings often have ante-chapels, one on each face, containing images of Buddha, in some cases of colossal size.

It is very rare that any difficulty is put in the way of visitors who may wish to inspect monasteries and temples. The Buddhist priests as a rule are exceptionally courteous, and, if the tourist recollects to treat them in the same way, he will experience no trouble whatever.

Those who take an interest in native customs should endeavour to see a **Pwe,** or a theatrical entertainment. The pwe, which is generally given at the expense of some wealthy native, and is free to all, takes place in the open air, generally commences about 8 p.m. and lasts all night, often two or more evenings being required to complete the histrionic efforts, but a few minutes will usually suffice the non-Burmese-speaking Englishman.

History. Burma first came into contact with Europe in 1519, when the Portuguese, having made a treaty with the King of Pegu, established factories at Martaban and Syriam, and by the end of the century the Dutch obtained Negrais. In 1612 the British East India Company established factories at Syriam, Prome, and Ava, but a dispute between the Dutch and the Burmese Governor of Syriam ended in the general expulsion of the Europeans. The Dutch never returned, but in 1698 the English again

established factories at Syriam, Negrais and Bassein, and the French also took up their quarters at the first-named town. England, however, interfered but little with Burma. In 1824 the first Burmese War broke out, which ended in 1826 with the cession to the British of Assam, Arrakan, Tennasserim, and £1,000,000 sterling.

War was again declared in 1852 on account of the refusal of the Burmese king to make any reparation for gross outrages on British subjects by the Governor of Rangoon, and at the end of the year Lord Dalhousie annexed Pegu.

In 1878 Thebaw became king. His execution of the members of the royal family, and numerous other barbarities excited much indignation, and, as time went on, his relations with the British became more and more strained. Furthermore, he began to enter into negotiations with other European Powers without consulting Great Britain. Matters came to a head in 1885, when the Burmese inflicted a fine of £230,000 upon the Bombay Burma Trading Corporation. An ultimatum was despatched in October, and was unconditionally rejected. On November 14th, 1885, the British crossed the frontier, rapidly occupied Mandalay, deposed the King, and sent him to India. For the next four or five years the country continued in a very disturbed state, but gradually the various bands of dacoits were accounted for, and now Burma, which in 1897 was made a "Province" under a "Lieutenant-Governor," is as peaceful as any other portion of our Eastern Empire.

Steamship Services. "There is frequent communication by steamer between London, Liverpool and Burma, fortnightly by the Peninsular and Oriental Steam Navigation Company, *viâ* Calcutta, or weekly by the same Company, *viâ* Bombay and Madras; every three weeks by the Bibby Line; fortnightly by the British India Steam Navigation, *viâ* Calcutta and Madras; and at intervals by P. Henderson's direct steamers. Between India and Rangoon the British India Steam Navigation Company have bi-weekly services to and from Calcutta, Madras, Colombo and Bombay; from Rangoon weekly to Penang, Singapore, etc. The Bibby and P. Henderson's Line have direct services to Europe, and communication westward can be obtained by the regular lines *viâ* Calcutta, Madras, etc.

"The Irrawaddy Flotilla Company have a service from Rangoon to Upper Burma twice a week, and a mail service to Mandalay every Monday and Thursday" (Thos. Cook's Handbook).

RANGOON & MOULMEIN
(BURMA)
THE LAKES, RANGOON
SHWE DAGON PAGODA
RANGOON
ON THE SALWEEN (PAGAN)
ELEPHANTS PILING TEAK
BOODHIST CAVES MOULMEIN
PHOTOGRAPHED BY
BOURNE & SHEPHERD CALCUTTA BOMBAY & SIMLA

INLAND AND FOREIGN POSTAGE RATES are the same in Burma as in India.

TELEGRAMS.—Between any two offices in India, including Burma:—

	Deferred.			Ordinary.			Urgent.		
	Rs.	*a.*	*p.*	*Rs.*	*a.*	*p.*	*Rs.*	*a.*	*p.*
Eight words (address free)	0	8	0	1	0	0	2	0	0
Each additional word ...	0	1	0	0	2	0	0	4	0

Between Burmah and Ceylon, As 4. p 6 per word.

" Burmah and Europe generally—

Rs.3 a. 4 per word, *viâ* Suez or Teheran.

Rs.3 a. 7 " *viâ* Turkey.

Rates subject to change.

CURRENCY.—Same as in India. As, however, nearly all monetary transactions in Burma are in silver, to avoid trouble, travellers should exchange any Indian currency notes they may have on arrival at Rangoon either for silver or small currency notes.

BOOKS.—"The Burman, His Life and Notions," by Shway Yoe (Macmillan); "Under the Shadow of the Pagoda," by Cumming; "Notes of a Tour in Burma," by Dr. Oertel (Government Press, Rangoon); "Phayre's History of Burma" (Trübner).

RANGOON.

Hotels. *Evershed's H., *Sarkie's H., *Great Eastern H., *British India H., Barne's Family H., Empress H., Jubilee H., Royal H.

Clubs. Burma C., Gymkhana C., Pegu C.

Banks. B. of Bengal, Chartered B. of India, Australia and China, Commercial B. of India, Hong Kong and Shanghai B., National B. of India.

Chemists. *E. M. De Souza, *Dover's Med. Hall, New Med. H., Chindoo Roy (Dalhousie Street), *Stevenson and Co. (22, Lewis Street), *B. Dey, Druggists' Hall (Sula Pagoda Road), *Rangoon Med. H. (Barr Street), Hosie and Co. (Merchant St.), Rae and Co. (Warwick Ho.).

* Medical practitioners reside at these establishments, and there are numerous other doctors in Rangoon.

Newspapers. "Rangoon Gazette," "Rangoon Times," "British Burma Advertiser," "Burma Gazette" (weekly).

Boat Hire. Boats are seldom required, as the steamers usually come alongside the wharf. A sampan carries two passengers and about ½ cwt. of luggage. The fare, from steamer in midstream to wharf, is 4 an. per passenger, but rates vary according to the distance and the state of the tide. The fare should, however, not exceed 8 an. for the single trip, whether carrying passengers or luggage.

Coolie Hire. The charge for conveyance of baggage from steamer (alongside wharf) to carriage, irrespective of the number of packages carried. The same rates apply when unloading packages from vehicles at railway stations or hotels.

Bullock Carts. The rates per cartload are as follows:—

	Rs.	a.	p.
Wharf to railway station, or *vice versâ* ...	I	o	o
Wharf to Sarkie's, Evershed's, Barne's, or B.I. Hotels, or *vice versâ*	o	8	o

Hackney Carriages. Within municipal limits:—

	1st Cl. *Rs. a. p.*	2nd Cl. *Rs. a. p.*	3rd Cl. *Rs. a. p.*
FARES BY DISTANCE—			
For any distance not over 2 miles	—	o 8 o	o 4 o
„ each other mile, or part of mile	—	o 4 o	o 3 o
„ every complete 15 minutes the carriage is detained ...	—	o 4 o	o 3 o
FARES BY TIME—			
For 1 hr., or part of 1 hr. exceeding 15 mins.	I 8 o	o 12 o	o 8 o
„ each succeeding hour, or part of an hour	I o o	o 8 o	o 4 o
„ one quarter of an hour ...	—	o 4 o	o 3 o

Luggage up to 50lb. free. Any excess is charged for at the rate of 4 an. for every 50lb. or portion thereof.

Rangoon, the capital of Burma, is situated some 21 m. from the sea at the junction of the RANGOON and PEGU rivers. Fifty years ago it was but a small fishing village, while now it is a town of 200,000 inhabitants, laid out in wide handsome streets, with numerous parks, and well supplied with water.

The **Civil Quarter** of Rangoon lies along the river. On the STRAND, almost opposite Spark's Street, is the SAILORS' HOME. Continuing W., the tourist passes the CUSTOM HOUSE, COURT HOUSE, BANK OF BENGAL, POST AND TELEGRAPH OFFICE, BRITISH INDIA HOTEL, and TRINITY CHURCH, in the order named.

Further on is **Aloon,** where are the timber yards of Messrs. Macgregor and Co. Elephants are employed to stack the balks, and a visit to the yards is very interesting.

Through the middle of the town, running E. and W., is DALHOUSIE STREET. In the centre is the **Sula Pagoda,** an octagonal structure, and worth visiting. Close by are the TOWN HALL, GREAT EASTERN HOTEL, and FYTCHE SQUARE. In front of the SECRETARIAT, a peculiarly fine set of buildings, is the SERVICES MEMORIAL, erected to commemorate the deaths of the various officials killed in the third Burmese War.

N. of the Town Hall is the RAILWAY STATION, W. of which are the CATHEDRAL and the RANGOON COLLEGE. S. of the Cathedral is the GENERAL HOSPITAL, to the W. of which are the AGRI-HORTICULTURAL SOCIETY'S GARDENS, containing the PHAYRE MUSEUM, which is worth visiting. Still further W. is the CENTRAL JAIL, capable of containing 3,000 prisoners. Here the prisoners carry on various trades, and many excellent specimens of Burmese work can be got here. Beyond the Jail are the LUNATIC ASYLUM and ST. JOHN'S COLLEGE.

Cantonments lie due N. of the Civil Quarter. Here are numerous beautiful drives. Just to the E. are DALHOUSIE PARK and the GREAT ROYAL LAKE.

Here, too, is the famous **Shwe Dagon Pagoda.** The Shwe Dagon is the oldest, most venerated, and finest pagoda in the East.

Fergusson, in his Handbook, remarks that this pagoda is fabled to date back to 2,300 B.C. It is said that Buddha gave eight hairs of his head to two merchants, on the condition that they were enshrined with the relics of the three former Buddhas, when and where found. By mira-

culous aid, these men discovered the staff of Kakusanda, the water-dipper of Konagamma, and the bathing garment of Kadyapa, which, with the hairs, are believed to be enshrined here Originally the building was small, and the same authority believes that it did not attain its present size until about 150 years ago. On this point, however, there are various opinions.

The Shwe Pagoda stands upon two terraces, one above the other, the upper one measuring 300 by 228 yards. In the centre of each of the four sides there was originally a flight of steps. That on the W., however, has been closed by the fortifications made by the British in order to command the town and pagoda. At the foot of the S. flight, which is the entrance generally used, are two huge leogryphs, from which up to the platform handsomely carved teak beams—covered in some parts with frescoes of scenes in Gautama's life and similar subjects—roof in the staircase. At the top of the stairs the visitor steps out upon the broad open terrace, in the centre of which, on an octagonal plinth, stands the pagoda itself, one mass of gilding from top to bottom.

Attached to the Shwe Dagon are four chapels, each containing a huge Buddha in a sitting position. On the W. face of the platform is a huge recumbent figure of Buddha covered with a canopy most elaborately carved.

The visitor will be much struck by the number of little pagodas, TAZAUNGS (image-houses), TAYUNDAINGS (poles to which are attached streamers covered with sacred writings), shrines and bells.

Like the Taj at Agra, the Shwe Dagon is seen at its best under a full moon.

Visitors should, if possible, take an interpreter, and also a stock of small change to purchase curios from the vendors on the pagoda platform.

There are numerous MONASTERIES in Rangoon, but none of them call for any special notice. Those who delight in Eastern sights should not fail to visit the bazaars, the chief of which are the municipal bazaars on the Strand Road, and at Kemmendine, and the Suratee Bazaar, in China Street. The visitor should either take with him some one who knows Rangoon, or else enquire the correct prices beforehand. If not he is sure to be overcharged.

Syriam, the original site of the various European factories, lies across the PEGU river, opposite MONKEY POINT. It is now but a small native town of some 2,000 inhabitants. All that remains of the European buildings are the ruins of the church and some tombs.

TOURS IN BURMA.

The following tours are advertised by Thos. Cook and Sons:—

	1st Cl Rs.	a	2nd Cl Rs.	a.	3rd Cl. Rs.	a.
No. 1.—Rangoon, Mandalay, and back by rail	60	0	24	0	12	0
No. 2.—Rangoon, Mandalay, and back by Irrawaddy Flotilla Co.'s Steamer	101	0	50	8	12	0
No. 3.—Rangoon to Mandalay by rail, returning to Rangoon by Irrawaddy Flotilla Co.'s Steamer ...	76	0	35	0	12	0
No. 4.—Rangoon to Mandalay by Irrawaddy Flotilla Co.'s Steamer, returning to Rangoon by rail ...	85	0	39	8	12	0
No. 5.—Rangoon to Prome by rail, thence to Mandalay and Bhamo, and back by Irrawaddy Flotilla Co.'s Steamer [Express Service], returning from Prome to Rangoon by rail... ...	191	4	93	2	30	1
No. 6.—Rangoon to Prome by rail, thence by Irrawaddy Flotilla Co.'s Steamer [Express Service] to Mandalay, returning by rail *viâ* Toungoo to Rangoon	97	10	44	9	14	9
No. 7.—SUPPLEMENTARY TICKETS. Mandalay, Bhamo and back, Irrawaddy Flotilla Co.'s Steamer ...	80	0	40	0	15	6
No. 8.—Rangoon to Bassein and back, Irrawaddy Flotilla Co.'s Steamer...	50	0	—		—	
No. 9.—Rangoon to Moulmein and back, by B.I. Steamer	40	0	20	0	8	0
No. 10.—Rangoon to Mandalay by rail, Mandalay to Prome by Steamer, Prome to Rangoon by rail... ...	73	10	32	9	13	1

Fares subject to alteration.

Trips Nos. 8 and 9 of the above list are here briefly described.

TRIP A.

RANGOON TO BASSEIN.

This trip, No. 8 of Messrs. Thos. Cook and Sons, can be easily done by one of the Irrawaddy Flotilla Co.'s steamers. Full particulars can be got from the office of the Company,

Strand Road, Rangoon, or from Messrs. Cook and Son. The trip is chiefly of interest as taking the visitor through the lower reaches of the Irrawaddy.

BASSEIN is a town of some 30,000 inhab. The **Shwemudaw Pagoda,** now surrounded by the FORT, is said to have been originally erected by Asoka, after the death of Buddha. There are several other pagodas, but neither they, nor the buildings generally, call for any special comment.

Club. Bassein C.

There is a GENERAL HOSPITAL here in addition to the Civil Surgeon.

TRIP B.

RANGOON TO MOULMEIN.

This trip, No. 9 of Messrs. Thos. Cook and Sons, is made by one of the steamers of the B.I.S.N. Co., which sail about every second morning. The trip to Moulmein occupies about 8 hours.

MOULMEIN.

Hotels. Criterion H., National Hall H., British India H.

Club. Moulmein Gymkhana C.

Bank. Bank of Bengal.

Chemists. *Surgical Hall, Town Dispensary, *Oriental Medical Hall.

* Also medical practitioners.

Newspaper. "Moulmein Advertiser."

Moulmein (56,000 inhab.), the capital of TENASSERIM, stands on the left bank of the SALWEEN river, and is a most beautiful spot. To the N. is **MARTABAN,** now little better than a village, but once the capital of a kingdom. To the W. is the large island of BILUGYAN. All over the surrounding hills may be seen numerous monasteries and pagodas, while the blending of water and hill, forest, and building produce a scene, the charm of which it is impossible to describe.

Of the numerous pagodas only two are of much interest. That of **Kyaikthanlan** is the oldest, dating back for

upwards of 1,000 years, and the biggest. In it is a huge bell bearing a quaint inscription in English.

In the **Uyina** pagoda are some extraordinary well-carved figures, which are worth seeing.

In the neighbourhood of Moulmein are some interesting caves called the **Farm Caves.** These are situated some 8 or 10 m. from Moulmein on the ATTARAN river. The best way is to drive to the NYAUNGBINZEIK ferry on the Attaran river, whence it is 4 m. by bullock cart. The caves, which are full of stalagmites and stalactites, are hollowed out of some isolated limestone hills standing in an alluvial plain. The interiors of the caves are highly ornamented with carvings and plaster work, representing Buddha and various Buddhistic scenes. Even the stalactites have in many cases been worked. Numerous huge images of Buddha, sitting and recumbent, are to be seen, besides several smaller ones, though in all probability their number was far greater than it is now.

Besides the Farm Caves there are similar ones in other places near Moulmein—viz., the **Dammatha Caves** (18 m.) on the GYAING river; the **Pagat Caves** (26 m.) on the SALWEEN river; the **Kogun Caves** (28 m.) on the KOGUN CREEK, near Pagat; and the **Bingyi Caves** (51 m.) on the DONDAMI.

All these, save the last, can be visited in a day from Moulmein. An excellent description of these interesting spots is given in an article by Major Temple in the "Indian Antiquary" for 1893.

From Moulmein the visitor can journey to **TAVOY** and **MERGUI** by B.I.S.N. Co. steamer. The voyage between the two last places takes one through the beautiful Mergui Archipelago, but unless he is going there for some special purpose, or unless he is going on to the Straits Settlements, it is not worth making.

Moulmein once divided honours as a port with Rangoon, but has now been left behind in the race. It is a great centre of the teak trade. Beautiful carving in wood, ivory and cocoa-nut shell is done here, and, as in many other parts of the Eastern Empire, a visit to the Jail will afford visitors a choice of much excellent work.

TRIP C.

RANGOON TO CALCUTTA, *viâ* Akyab.

A trip can be made by the B.I.S.N. Co. steamer to **AKYAB,** and thence to **CALCUTTA.**

Akyab is the third seaport in Burma, and the headquarters of the Arrakan division.

MYOHAUNG, 50 m. distant, is full of interest to the antiquarian, but is hardly worth visiting from the ordinary tourist's point of view.

Club. Akyab Gymkhana C.

Bank. B. of Bengal.

TRIP D.

TO MANDALAY AND BACK.

A general circular trip to **MANDALAY** and back, by river and rail, with short descriptions of PROME, PAGAN, BHAMO and PEGU.

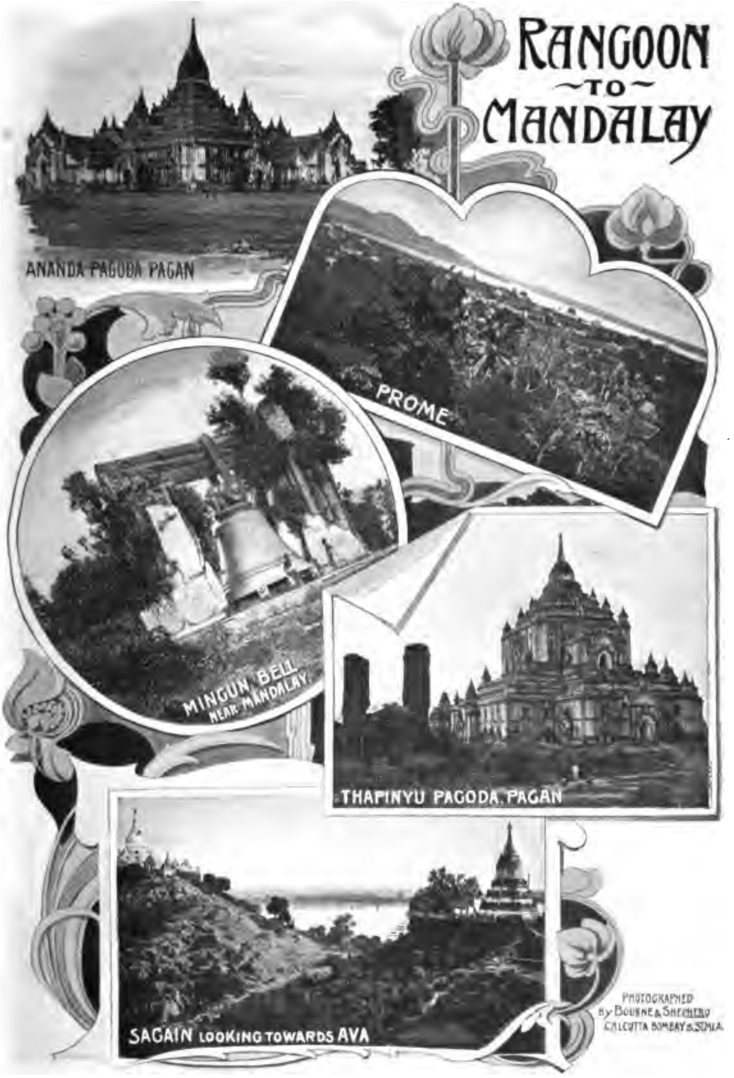
The tourist can leave Rangoon by the Irrawaddy Flotilla Company's steamer, and proceed up the river to Mandalay, coming back by rail, or *vice versâ*. The various alternatives are mentioned in the list of routes. He had better proceed to the offices of Thomas Cook and Sons, A1, Phayre Street, who will advise him as to the best way of spending the time at his disposal. In the following pages the general idea of Tour No. 4 has been followed.

Leaving Rangoon, the steamer ascends the Irrawaddy River to Prome, which, however, can also be visited direct by rail, and the steamer taken from there.

PROME is one of the most ancient cities of Burma, and is the headquarters of the district. It is a well-laid-out town of some 30,000 inhabitants, with the usual public buildings and offices.

On an extensive platform, some ½ m. from the left bank of the river, is the great **Shwesandaw Pagoda,** a very fine building, 180ft. high, surrounded by a wall of 83 small gilded temples. The N. and W. entrances to the platform are covered in with highly-ornamental roofing. Two enormous leogryphs guard the N. entrance. Around the outer edge of the platform are wooden buildings, fronting inwards, and handsomely carved, with various small pagodas containing figures of Buddha in various positions. The usual bells and "tayundaing" posts, with streamers covered with pious inscriptions, stand between these and the pagoda itself.

Another fine pagoda is that at **Shwenattaung,** but it is 16 m. from Prome, and probably the visitor will be satisfied with the Shwesandaw. From Prome the scenery


RANGOON
~TO~
MANDALAY
ANANDA PAGODA PAGAN
PROME
MINGUN BELL
NEAR MANDALAY
THAPINYU PAGODA, PAGAN
SAGAIN LOOKING TOWARDS AVA
PHOTOGRAPHED
BY BOURNE & SHEPHERD
CALCUTTA BOMBAY & SIMLA.

is very pretty. The next place of call is **THAYETMYO,** before the annexation of Burma, a frontier station, and now a military cantonment. Higher up come **MINHLA, MAGWE, MINBU** and **YENANGYAUNG,** where there are the important oil-wells of the BURMA OIL COMPANY.

From here the steamer proceeds to **PAGAN.** Just below the city the river widens very much, and the view as the boat approaches is very beautiful. Pagan was a sacred city, and the number of shrines it contained in its palmy days must have been enormous.

The temples, or their ruins, still in existence are between 800 and 1,000, and are of every shape and form. The principal temples are the ANANDA, THAPINYA, GAUDAPALIN, and the BODHI.

Around **NYAUNGU,** where the passengers for Pagan disembark, are more most interesting temples and caves. There is a Government Rest House here, where, if the tourist obtains permission from the Deputy Commissioner of Myingyan, he can stay while he examines the temples of Pagan and Nyaungu. For fuller details, the enquirer is referred to Yule's "Embassy to Ava," and Dr. Forchhammer's monograph of the KYANKKU TEMPLE, printed in 1891 at the Burman Government Press.

Proceeding up the river, the next place of importance is **MYINGYAN,** whence a branch line runs to join the main line between Mandalay and Rangoon. Just before Myingyan the river divides into two branches, that to the W. being the CHINDWIN, the chief town on the banks of which is **MONYWA,** connected by rail with Mandalay.

E. the Irawaddy continues to **SAGAING,** with **AVA** and **AMARAPURA** on the opposite E. bank. AMARAPURA, until 1860, was the capital of Burma, but only the ruins now remain. which, however, are worth visiting. The same may be said of AVA, but on both sides of the river there are numberless pagodas, a most curious one being the NAGAYON PAYA, in the shape of a dragon.

SAGAING is now the headquarters of the Commissioner of the S. division of Upper Burma, and of the Deputy Commissioner of the Sagaing district. There are numbers of fine pagodas at Sagaing, of which the great domed KAUNGHMUDAW, a few miles away, is as fine as any. It is as well to get an introduction to one of the civil officials just mentioned before visiting the pagodas.

From SAGAING the railway runs W. to MONYWA, and N. to MYITKYINA.

[**MYITKYINA** is of little interest, but from here a small

steamer plies to Bhamo, passing through the first "defile," the scenery of which is very fine.]

From AMARAPURA the line runs to MANDALAY. The distance by river from here to Mandalay is short.

MANDALAY.

Hotel. H. Metropole.

Club. Upper Burma C.

Bank. National B. of India.

Chemists. Curtis and Co., Mandalay Medical Hall.

Newspaper. Mandalay Herald.

MANDALAY is a fine town of some 180,000 inhabitants, and from 1860 to 1885 was the capital of Burma. The cantonment, known as **Fort Dufferin,** was the "old" city proper. The fort, which was built to guard the palace, is a square, with sides 1¼ m. in length. The walls are of red brick, 26ft. in height, and on each side, equidistant from one another, stand 13 teak and gold watch-towers. Three gates are placed in each wall, and in front of each stands a wooden guardian spirit or "nat," beneath which the unfortunate victim designed to keep ward over the entrance lies buried. Encircling the fort is a moat, 100 yards wide. In the very centre of the fort is the NANDAW, or Royal Palace. Beyond, in front of the palace, lies what used to be the second court. In the centre is the HALL OF AUDIENCE, with the LION THRONE, over which rises a seven-storied gilt spire, the external emblem of royalty, known as the SHWEPYATHAT. Another hall, with the "LILY" THRONE, where ladies were received in private audience, is at the W. end. KING THEBAW'S SUMMER-HOUSE, on the verandah of which he surrendered to General Prendergast in 1885, is in the S. garden. To the E. of the palace is the PHOONGYI KYAUNG, now a chapel, where Thebaw underwent his term as a Buddhist monk. The great audience hall is used as the cantonment CHURCH, while the UPPER BURMA CLUB have appropriated the private audience chamber.

GOVERNMENT HOUSE is formed out of one of the watch-towers on the wall of the fort, considerably altered and enlarged.

The **450 Pagodas,** near the foot of MANDALAY

HILL, is most interesting. It consists of 450 stones—each of which has a domed shelter over it—in an enclosed square, with a central temple. On these stones are engraved, by the command of King Thebaw's uncle, the Buddhist Scriptures.

The **Glass Monastery,** so called from the amount of inlaid glass-work it contains, is quite close.

The **Queen's Golden Monastery,** built of magnificently-carved teak, heavily gilded, is well worth seeing. The visitor is sure to readily obtain permission to see the interior from one of the priests.

The **Maha Myat Muni,** or Arrakan Pagoda, is one of peculiar sanctity, hardly inferior to the great Shwedagon at Rangoon. This is on account of the great brass seated Buddha, which was brought from Akyab in 1784. According to legends, this image was made during Buddha's lifetime.

The **Bazaar** is well worth a visit. Here the tourist will see a motley collection of men from almost all the curious wild hill tribes of Burma, as well as various Indian nationalities. Good silks can be got here, and occasionally old curiosities may be picked up cheap, but nowadays the chance of anything like a bargain is remote in the extreme.

The **YANKINTAUNG HILLS,** 5 m. E. of Mandalay, are well worth a visit, but the traveller must ride. Besides monasteries and pagodas there is a curious deep fissure in the ground containing an image of Buddha.

A few hours from Mandalay is the hill-station of **MAYMYO**. It is a pretty spot, and was formerly reached by road. Now, however, the railway runs as far as **THONGDAUNG.** From Mandalay the visitor can return to Rangoon by rail. If he has time to spare, he can make his way by steamer to **Bhamo.**

The first place of interest after leaving Mandalay is **MINGUN,** some 9 m. up stream. Steamers stop on the way up, but not coming down, except by special arrangement. Here are the remains of an immense pagoda, commenced by the eccentric King Mintayagyi, but never completed for want of funds. On the E. face are the ruins of two huge leogryphs, while to the N. is the great bell—probably the next biggest in the world after that at Moscow—12ft. in height by 16ft. in diameter, and weighing about 80 tons.

The scenery gets very fine as the steamer ascends the river. Leaving **Sheinmaga** on the right, and **Singu** and **Kyaukmyaung** on the left, the steamer wends her way through the third defile, where the breadth of the river

is about 1,000 yards. For 30 m. the river winds through forest-clad hills in a succession of reaches resembling lakes. The second defile is 5 m. in length, and here the stream is only from 200 to 300 yards across, and the current is very swift. After passing the third defile, the steamer passes **THABEIKKYIN.**

[Here those who wish to visit the **Ruby Mines** should disembark. The distance to **MOGOK** is 50 m., and there are Government bungalows at the stages. The scenery as one passes through the hills is very beautiful, but there is no regular passenger service, and the traveller has to make his own arrangements.]

Just before entering the second defile the pagoda of **SHWEGU** will be seen to the W.

BHAMO.

Bhamo is not of much interest in itself, but from here the journey by water can be continued to MYITKYINA, passing through the first defile, the grandest of the three, on the way. From Myitkyina the railway runs S. to Mandalay.]

From Mandalay the tourist can return to Rangoon direct by train.

PEGU, the only place worth stopping to see, and once the Talaing capital, contains several interesting sights. Near the station is a gigantic recumbent statue of Buddha. A little way from the statue, which is known as the SHWETHAYAUNG, is the KYAIKPUN pagoda, where there are four Buddhas, no less than 90ft. in height, seated back to back. Other places of interest are the SHWEMAWDAN pagoda; the SHWEGUZALE pagoda; the Kalyanisima, or Hall of Ordination, over 400 years old, near which are some large stones with Pali and Talaing inscriptions engraved on them; and the SHWAUNGGYO pagoda, whence an excellent view of the town can be obtained.

CEYLON
ON THE CEYLON RAILWAY
ON THE CEYLON RAILWAY
DALADA TEMPLE, KANDY
PALMS, PERADENIYA GARDENS
LADY HORTON'S WALK, KANDY
PHOTOGRAPHED BY
BOURNE & SHEPHERD
CALCUTTA, BOMBAY & SIMLA.

CHAPTER X.

CEYLON.

The island of Ceylon, with an area of about 25,000 sq. miles, lies roughly between 6° and 10° N. latitude. Before the present breakwater of Colombo was completed, the chief port of call was Galle, but its premier position has been usurped by the former town, which is now the chief calling station for all the principal companies trading to Australia and the East. Steamers ply to Colombo from Calcutta, Madras and Bombay, and there is a regular daily service between Tuticorin and Colombo.

The **CLIMATE** is warm and moist, March and April being the hottest months, and June and August the dampest on the W. coast. During December and January the "long-shore wind" is prevalent. As one ascends the hills the temperature decreases, and, at Nuwara Eliya, the chief hill-station, the climate is delightful.

The scenery of the island is amongst the most beautiful in the world. Situated as it is in a damp, warm atmosphere, the vegetation is of tropical luxuriance. The land on the N. and E. is lower, but in the S. central portion the mountains rise up to over 8,000ft. As regards ruins and antiquities Ceylon has little to show comparable to India, but the Buddhist remains at Anuradhapura and Pollonarua are very fine, and well worth visiting. Seeing that most of the trips depend more on the beauty of their scenery than on any great architectural sights, it has been thought useless to give very much detailed description.

COMMUNICATIONS.—Railways are at present somewhat limited in extent, but the roads are numerous and excellent, and coaches run between most of the important places. These, however, are liable to be crowded, and those to whom a little extra expenditure is not of serious moment will find it more comfortable to hire a private conveyance.

HOTELS are not very numerous, but they are in most cases quite up to the standard of the East. The **REST-HOUSES,** however, are usually a great advance on the Indian dak bungalow.

SPORT.—Excellent big game shooting is to be had in Ceylon, provided the sportsman knows where to go and

how to arrange matters, but it is useless to expect much without the aid of some friend who is a resident and acquainted with the country. The visitor should make full enquiries regarding the game laws, as public opinion has been much stirred of late years consequent on the wanton destruction of the fauna, and new rules and regulations are being enforced.

At Nuwara Eliya there is some splendid trout fishing, which is strictly preserved. For details as to cost of license, etc., application should be made to the Honorary Secretary, The Ceylon Fishing Club, Nuwara Eliya.

HISTORY.—The first Europeans to establish themselves on the island were the Portuguese, who landed in 1505, near Colombo. Nearly a century later the Dutch made good their footing at Batticoloa. In 1638 a struggle between these two nationalities arose, which lasted for twenty years, and ended in favour of the Dutch. In 1762, a Mr. Pybus was sent as envoy to Kandy by the then Governor of Madras, but nothing came of his mission, and the unfortunate ambassador made a most woeful complaint of the indignities to which he was subjected by the Kandyan sovereign. In 1782 war broke out between England and Holland, and the King of Kandy was requested to join the former against the Dutch, but it was not until these evacuated the island in 1796 that the King formed an alliance with their successors. A civilian sent over from Madras drove the people to revolt by his harsh and unsympathetic treatment. He was immediately recalled, and the island was separated from the Indian Government and made a Crown Colony, which it has remained to the present day. Mr. North, afterwards Lord Guildford, who landed in 1798, was the first Governor. The early years of the British occupation were anything but creditable to the English. Intrigue and murder on the part of the natives, and the fate of the luckless garrison of Kandy, who, under Major Davie, were ruthlessly massacred, show the tactless rule of the newcomers. "Davie's Tree," 3 miles from Kandy, is still pointed out as the scene of the tragedy. Risings and revolts were frequent, and it was not until about 1820 that the English obtained full and undisputed sway.

The **POPULATION** is something over 3,000,000, of which nearly two-thirds are Cingalese, some 800,000 Tamils, and between 6,000 and 7,000 Europeans. Amongst the inhabitants also are numerous Burghers, descendants of the Dutch, and Moors, Cingalese Mohammedans, who have apparently descended from Arab traders.

CURRENCY.—1 Rupee = 100 cents.

Compared with Indian Money.

	Ceylon. Rs.	Ceylon. cents.	India. Rs.	India. a.	India. p.
Silver coins.	1	0	1	0	0
	0	50	0	8	0
	0	25	0	4	0
	0	10	0	1	7
Copper coins.	0	5	0	0	9½
	0	1	0	0	2

Indian coins, down to the 4-anna piece, are current. The Ceylon Government issues notes for Rs.5, 10, 50, 500, and 1,000. Indian notes are subject to discount.

POSTAGE.—Letters: INLAND—1 oz., 5 cents; INDIA—½ oz., 5 cents; ENGLAND and most Colonies—½ oz., 5 cents; FOREIGN, ½ oz., 15 cents.

Post Cards: CEYLON and INDIA, 2 cents; reply, 4 cents; FOREIGN, 5 cents; reply, 10 cents.

TELEGRAMS.—LOCAL (address free)—

	Ordinary.	Urgent.
Eight words	25 cents.	75 cents.
Each additional word ...	5 cents.	10 cents.

INDIAN (address charged for)—

	Per word.
To any part of India west of Chittagong ...	20 cents.
To any part of India east of Chittagong ...	28 cents.

FOREIGN (address charged for)—Europe, except Turkey and Russia, per word, Rs.3 40 cents (subject to frequent changes).

BOOKS.—Skeen's Guide of Colombo. Rs.1 50 cents.
Visitor's Guide of Kandy and Nuwara Eliya (Burrows). Rs.1 50 cents.
Buddha and Buddhism (W. R. Fletcher). 77 cents.
Ceylon in 1893-4 (Ferguson).
Two Happy Years in Ceylon (F. Gordon Cumming).

SECTION I.

COLOMBO.

Hotels. *Grand Oriental H., Bristol H., Galle Face H., H. de l'Europe. Also Grand H. at Mt. Lavinia.

Clubs. Colombo C. (on Galle Face), Golf C. (links on Galle Face).

Banks. Hong Kong and Shanghai B., Mercantile B. of India, National B. of India, Chartered B. of India, Australia and China, B. of Madras.

Agents. Thos. Cook and Sons (York Street), Cave and Co. (representing H. S. King and Co.), P. & O.S.N. Co. (opposite G.O.H.), Orient Line (Whiteall and Co.), B.I.S.N. Co. (Alston, Scott and Co.), Clan Line (Aitken, Spence and Co.), Anchor Line (Delmege, Reid and Co.).

Chemists. Colombo Apothecaries Co.

Newspapers. "Ceylon Times," "Ceylon Observer."

Colombo, the chief city and port of Ceylon, with a population of 128,000, is situated 6,703 m. from London (*viâ* Gibraltar in Lat. 6° 57′ N. and Long. 79° 50′ E. Local time 5 hrs. 19 min. ahead of Greenwich.

The harbour is protected by a splendid breakwater, the foundation-stone of which was laid by the present King in 1875. The landing jetties and Customs House are on the S. side.

Boat Charges.—BETWEEN 6 a.m. and 6 p.m.—To, or from, any vessel and the jetty, 25 cents each passenger.

BY TIME.—1 hour, 50 cents; over 1 hour, one-third rate more for each hour or portion of an hour.

BETWEEN 6 P.M. AND 9 P.M., AND BETWEEN 4 A.M. AND 6 A.M., the charge is an additional half fare.

BETWEEN 9 P.M. AND 4 A.M., double rates.

CHILDREN UNDER 10, half fare; BABIES in arms free.

HAND PACKAGES and chairs, if with owner, free. HEAVY BAGGAGE, 10, 15 and 25 cents per article according to size.

Coolie Hire.

Jetty to carriage, 2—10 cents per package, according to size.

Jetty to G.O. Hotel, 3—12 cents per package, according to size.

Jetty to anywhere in the Fort, 6—25 cents per package, according to size.

Carriage Hire. Within the limits of the Municipality. Half an hour, 50 cents; 1st hour, R1.; each succeeding hour, 25 cents.

7.30 p.m.—6 a.m., one-third extra.

Jinrickshaws.

Between two places within the limits of the Fort	10 cents.
Each half-hour or portion thereof ...	25 cents.
For detention, each half-hour	10 cents.

Guides (licensed) wear a dark blue coat faced with green and a badge. Fee: 1st hour, or portion, 50 cents; each additional hour, or portion, 25 cents.

The guide carries a pocket register, which he must produce on demand.

There is little in Colombo worth seeing from an architectural point of view, but the number of lovely drives is great.

A very pretty and interesting round is from the GALLE FACE H., past the BARRACKS, through MUTWAL, and thence, round by MARADANA railway station back to Galle Face.

Another drive is to the VICTORIA PARK and MUSEUM —devoted exclusively to Ceylonese objects.

Visitors should also pay a visit to the summit of the GREAT RESERVOIR, whence they will obtain a fine panoramic view of the city, or rather of the verdure in which it is buried.

Another pretty route is to **Mount Lavinia** (7 m.), either by train or road. The GRAND HOTEL, originally the marine villa of Sir E. Barnes, Governor of Ceylon, 1820—22 and 1824—31, is very comfortable.

Another short excursion may be made to the REST-HOUSE at **KADUWELLA,** which is most picturesquely situated on some red cliffs, overhanging the river. Not far off is an interesting ancient BUDDHIST TEMPLE.

A delightful drive is one to the BUDDHIST TEMPLE at **KELANI,** 2 m. up the KELANI river. The original dagoba was very ancient, but the one now in existence does not date back further than the middle of the 13th century. It is said to occupy the site of a shrine erected in 306 B.C. by Prince Yatalatissa.

A special agreement regarding the carriage fare should be made BEFORE STARTING. For Kelani and Mount Lavinia it should be about Rs.6 for a carriage there and back. This does not include the tolls, 75 cents. The trip to Kaduwella can be done by coach.

COOK'S EXCURSION TO KANDY, ADULTS, 1st class, Rs.15; 2nd class, Rs.12; CHILDREN (under 12), 1st class, Rs.10; 2nd class, Rs.9, is worth making if time is short. The cost includes railway ticket and breakfast and

lunch on the train, and carriage hire in Kandy. Application should be made immediately the ship arrives in port to Thos. Cook and Son, York Street, who will furnish full particulars.

Tickets will not be issued unless the time appointed for the ship's stay admits the trip being undertaken safely under ordinary circumstances.

EXCURSION TO THE GOVERNMENT BOTANICAL GARDENS at **HENERATGODDE** is also arranged by Thos. Cook and Son. It only occupies half a day, and is an excellent way of passing the time.

The famous **TEMPLE OF RAMASWARAM** (*vide* Indian Section) can be visited from Colombo. All details from Thos. Cook and Son.

A FORTNIGHT IN CEYLON.

Those who have a fortnight to spare should make this circular tour. Messrs. Thos. Cook and Son will make all arrangements beforehand for coaches, carriages and rest-houses. Only 30 lbs. of baggage or so should be taken. The cost is estimated at Rs.111, but rates are liable to change.

1st Day. **Colombo.** Visit Museum, Kelani Temple, Mt. Lavinia or Galle Face, according to time at disposal (*vide* Colombo).

2nd Day. Leave Colombo, 7.30 a.m. train; arrive **Kandy** 11.15 a.m. Visit Botanical Gardens, Peradeniya (Section III.).

3rd Day. **Kandy.** Visit Lady Horton's Walk, Temple of the Tooth, Lake, etc. Leave 6.25 p.m. train; arrive 7.30 p.m. **Matale.** Dine and sleep at *R.H.* (Section III.).

4th Day. Leave Matale by 5.30 a.m. coach. Breakfast 10 a.m. **Dambulla;** arrive **Anuradhapura,** *R.H.*, 5.30 p.m. (Section V.).

5th and 6th Days. **Anuradhapura.** Visit ruins and dagobas. If possible stay another day and visit **Mihintale** (Section V.).

7th Day. Leave Anuradhapura 7.30 a.m.; Dambulla 1.30 p.m.; Matale 6.15 p.m.; return to **Kandy** 8 p.m. (Section V.).

8th Day. Leave Kandy 10.40 a.m. (due Hatton, for Adam's Peak, 1.56 p.m.); arrive **Nanu Oya** 3.50 p.m. Drive to **Nuwara Eliya** (Sections II. and V.).

9th Day. **Nuwara Eliya.** Drive to Hakgala Gardens, round the Lake, etc. (Section II.).

10th Day. **Nuwara Eliya.** Ascend PIDURUTALA-GALA (Section II.).

11th Day. Leave Nuwara Eliya 7 a.m. by carriage. Breakfast 11 a.m. at **Attampitiya** *R.H.;* arrive **Badulla** *R.H.* about 2 p.m. (Section II.).

12th day. Leave Badulla by coach 7.15 a.m.; arrive at **Bandarawella** 12.40 p.m.; arrive Nanu Oya (for Nuwara Eliya) 3.55, or Kandy 10.5 p.m. (Section II.).

13th Day. Leave Nanu Oya 9.35 a.m. or Kandy 2.5 p.m.; arrive Colombo 6 p.m.; or leave Kandy 7.10 a.m., arrive **Colombo** 11.38 a.m. (Section II.).

14th Day. **Colombo.**

N.B.—Visits can be made to **Adam's Peak** (Hatton Sta.). The return journey to Colombo from Nuwara Eliya or from Bandarawella can be made *viâ* **Ratnapura** (Section II.). Or, if the visitor would prefer to drive part of the way through beautiful scenery, he can go by carriage to **Gampola** Sta., and return from there to Colombo by train.

SECTION II.

COLOMBO TO BATTICOLOA.

viâ Hatton (for Adam's Peak); Nuwara Eliya (for Bandarawella); Badulla;

With alternative routes from Colombo to Bandarawella and Ratnapura.

COLOMBO.

71 m. **PERADENIYA** Sta. Junction N. for Kandy and Matale.

108 m. **HATTON** Sta. The ADAM'S PEAK HOTEL is a comfortable hostelry, one minute from station and 4,300ft. above sea level. The proprietor makes all arrangements for visitors wanting to see **Adam's Peak** (7,379ft.), **Duke's Nose,** etc.

128 m. **NANUOYA** Sta. (5,291ft.)

The station for NUWERA ELIYA (4½ m.). Coaches and carriages at the station.

NUWERA ELIYA (6,200ft.).

Hotels. Grand H., St. Andrew's H., Keena House H., New Criterion H.

Clubs. Hill C., Nuwera Eliya Ladies' C., Golf C., Ceylon Fishing C., etc.

Bank. National B. of India.

Chemists. Apothecaries' Hall, General Store and Medical Hall.

Carriage Hire.

(*A*) WITHIN THE BOARD OF IMPROVEMENT LIMITS.

(*a*) BY TIME.	(1 horse.) Rs.	c.	(2 horses.) Rs.	c.
6.30 a.m. to 7 p.m.	4	50	6	00
6.30 a.m. to noon	3	00	4	00
1 hour or under	1	25	1	50
Second hour or part	0	75	1	00
Every subsequent hour or part ...	0	37½	0	50

(*b*) BY DISTANCE.	Per mile.
For a carriage carrying one passenger (1 horse)	37½ c.
For a carriage carrying one or two passengers (2 horses)	50 c.

One-third in addition for each passenger over one or two respectively.

All above rates are reduced one-third in the case of second-class conveyances.

(*B*) BEYOND THE LIMITS.—For a first-class carriage (2 horses), Rs.1 per mile, or part return journey, 50 c. per mile, or part, provided that the departure on the return journey takes place not later than 24 hours after the time of arrival at the journey's end.

For first-class carriage (1 horse) or second-class carriage the rates are reduced one-third.

The fares are exclusive of toll.

Rates to and from **NANUOYA.**—2-horse carriage, for not more than 2 passengers, Rs.4; for 3 or more, Rs.5. The return, if made the same day, at half rates.

Rates to **HAKGALA** or **KANDAPOLA.**—2-horse carriage, for not more than 2 passengers, Rs.6; for 3 or more Rs.8.

Jinrickshaw Tariff (if engaged by the hour).

First hour or part, for 1 coolie, 50 c. or 1 shilling; every subsequent hour or part, 25 c. or 6d. Beyond the limits of the town 18 c. a mile or part thereof.

The minimum fare is 50 c. or 1 shilling, and is exclusive of tolls.

Before 6 a.m. and after 7 p.m. the rates are increased by one-quarter.

If two coolies are employed the rates are increased one-half.

NUWARA ELIYA is the chief hill station of Ceylon. Socially there is plenty to do. Cricket, tennis, golf and such amusements are easily obtained. The trout fishing is excellent and strictly preserved. The rules and details regarding subscriptions can be obtained from the secretary of the Ceylon Fishing Club.

All around the station are innumerable walks and drives, and bicycles can be used, but should be ridden carefully and with powerful brakes. PIDURUTALAGALA Peak, 8,296ft., is the highest point in the island.

For a fuller description of Nuwara Eliya consult "The Visitor's Guide to Kandy and Nuwara Eliya" (Burrows).

[The railway continues another 39 m. to **BANDARAWELLA.** "The line will take him through one of the most favoured and attractive districts of Ceylon, through magnificent scenery and an unrivalled climate; and he will find pleasant quarters at the Bandarawella Hotel." From Bandarawella coaches run to **Badulla,** taking 9 or 10 hours to do the journey. Fare: Europeans, Rs.6; burghers, etc., Rs.4.]

The traveller may, if he prefers, drive by coach or private carriage from NUWARA ELIYA to BADULLA direct.

6 m. from NUWARA ELIYA is **Hakgalla,** where are the lovely Botanic Gardens, which should most certainly be visited.

13 m. **WILSON'S BUNGALOW.** *R.H.*

26 m. **ATTAMPITIYA.** *R.H.*

37 m. **BADULLA.** *R.H.* The capital of the Province of Uva. Almost all traces of the ancient town have long since been swept away, but there are several good modern buildings. The two Buddhist temples, MAHA VIHARA and MAHADEWELE, are worth visiting, as are also the BOTANICAL GARDENS.

25 m. N. is **ALUTNUWERA,** where there is an ancient dagoba. The scenery is very fine.

50 m. **PASSARA.** *R.H.*

Thence *R.H.s* at about every 12 miles on an average to

146 m. **BATTICALOA.** *R.H.* This town, the capital of the Eastern Province, and the original headquarters of the Dutch, is situated on an island in the middle of a salt water lake some 30 m. in length, and from 2 m. to 5 m. in width, connected with the sea by a narrow channel. The

PRISON is what is left of the old Dutch fort. A most curious natural phenomenon known as the "singing fish" occurs in this lake. On clear still nights musical notes are heard rising from the bottom of the lake. The cause is still a mystery.

On this side of the island the inhabitants are almost all "Moors"—Cingalese Mohammedans, the descendants of Arab traders, who inter-married with the inhabitants—and Tamils, and, instead of Buddhist monasteries and temples, Hindu pagodas and Mohammedan mosques are to be seen.

ALTERNATIVE ROUTE, COLOMBO TO BANDARAWELLA.

Bandarawella can also be reached from Colombo by coach to Ratnapura, and thence by carriage.

COLOMBO.

10 m. Kaduwella, *R.H.* (Buddhist temple); 21 m. Hanwella, *R.H.*; 30 m. Avisawella *R.H.*; 44 m. Pussella, *R.H.*

56 m. **RATNAPURA.** *R.H.* Capital of the Province of Sabaragumuwa, and headquarters of the "gemming" industry. The scenery here is very beautiful, the views of ADAM'S PEAK being exceptionally fine. Near here is the wealthy Buddhist temple, MAHA SAMAN DEWALE.

[From **RATNAPURA** to **ADAM'S PEAK** is 23 m.

HERAMITIPANA. Accommodation can be obtained at the Pilgrim's bungalow. From here to the top of the peak is 3 m.]

69 m. Pelmadulla, *R.H.*; 85 m. Balangoda, *R.H.*; 97 m. Belihuloya, *R.H.* (for Horton Plains); 105 m. Haldamulla, *R.H.* (for the Lemastotta waterfall); 113 m. Haputale, *R.H.* (4,500ft.).

120 m. **BANDARAWELLA.** *R.H.* and Hotel.

ALTERNATIVE ROUTE, COLOMBO TO RATNAPURA.

[Another route to **RATNAPURA** is by train from **Colombo** to **PANADURA,** whence it is a 42 m. drive by coach or private carriage. The scenery is extremely beautiful, and if the traveller is a sightseer, he cannot do better than go by one route, and return by the other.

Between Panadura and **HORANA**, *R.H.* (10 m.), is the BOLGODA LAKE. At Horana itself is an ancient ruined vihara, and a fine Buddhist temple. Another *R.H.* is at **NANBAPANE,** 25 m. Just before reaching Ratnapura the carriage will pass the MAHA SAMAN DEWALE.]

SECTION III.

COLOMBO TO KANDY.

viâ Karunegala and Peradeniya Jnct. (for Nuwera Eliya).

COLOMBO.

16 m. **HENARATGODDE** Sta. Rather less than a mile away are the GOVERNMENT TROPICAL GARDENS.

34 m. **AMBEPUSSA** Sta. After several miles of cocoa-nut groves, the line enters the lower hills. The country here is very malarial.

45 m. **POGAHAWELA** Sta. Junction for Kurunegala.

[11 m. **KURUNEGALA** Sta. *R.H.* The town, the principal one of the North-Western Province, lies at the foot of an enormous isolated black rock, 1,000ft. in height, with a large tank at its base.

Excellent roads run hence S.W. to **NEGOMBO;** N.W. to **PUTTALAM.**

13 m. from Kurunegala is **WARIYAPOLA,** *R.H.*, 10 m. N. of which is **YAPAHOO,** where are some most ancient remains of great interest.

The Ridi Vihara (Silver Monastery), a very ancient Buddhist foundation, is situated in some lovely scenery a few miles N.E. of Kurunegala.

10 m. S. of Pogahawela is **KEGALLA** (*R.H.*), a small town surrounded by enchanting scenery.

52 m. **RAMBUKKANA** Sta. Here the railway commences the ascent of the hill with a gradient of 1 in 45.

65 m. **KADUGANNAWA** Sta. (1,700ft.). Above the Station hangs the peak of BELUNGALA (Watchers' Rock), 2,543ft., so-called because, before the country was taken over by the British, sentries used to be posted there by the native rulers to give warning of the approach of an enemy from the plains below.

71 m. **PERADENIYA** Sta. Junction S. for Nanuoya (for Nuwera Eliya) and Bandarawella.

The beautiful ROYAL BOTANICAL GARDENS here are worth seeing, and should not be missed. The Hand Guide (to be obtained at the entrance) costs 12½c.

75 m. **KANDY** Sta. (1,710ft.).

Hotels. Grand H., Queen's H., Florence Villas H.

Clubs. Kandy C., Kandy Sports C.

Banks. Mercantile B. of India, National B. of India.

Chemists. Colombo Apothecaries' Co.

Carriage Hire (1 horse).

	By day. Rs.	c.	By night. Rs.	c.
6 a.m. to 7 p.m.	5	0	—	—
For any 6 consecutive hours	2	50	3	20
For first ½ hour, or part	0	60	0	75
For second ½ hour, or part	0	60	0	75
For second hour, or portion	0	60	0	75
For every further hour or portion ...	0	30	0	40

If there are 2 horses, the rates are increased by one-half.

Jinrickshaw Hire.

	By day. Rs.	c.	By night. Rs.	c.
Short distances	0	10	0	15
First half-hour	0	25	0	30
Second half-hour	0	25	0	30
Every further hour	0	10	0	15

The great temple, known as the DALADA MALIGAWA, or Palace of the Tooth, is most interesting. The best time to visit it is during one of the services—at 5.30 a.m., 9.30 a.m., or 6 p.m.

Passing through the first quadrangle, a flight of stone steps leads up to the temple proper. In the outer verandah are coloured frescoes illustrating the torments of the Bhuddist "Hell." The principal entrance, finely carved to represent guardian spirits, opens into a large oblong verandah enclosing the central building. The Oriental Library (Pattirippuwa) is a handsome octagonal room surrounded with a balcony on which the King on high festivals was wont to exhibit himself to his subjects. The library is well worth inspecting. Buddhist priests are forbidden by their vows to solicit or receive fees, so that those who may wish to show their appreciation of the courtesy of the temple guardians should contribute something towards the library. A box for the purpose will be seen in the room.

Leaving the library, and mounting some steps on the right, a small shrine will be seen, at the end of which is a large glass screen. Behind this are several images of Buddha, one very curious one being cut out of a single block of crystal.

After this the visitor should return again to the central building, and make his way to the chamber wherein rests the sacred tooth.

This tooth, the authenticity of which is disputed, is very rarely shown. The original is said to have been destroyed by the Portuguese Archbishop of Goa in 1560.

Besides this there are some fine jewels, previously the ornaments of Kandyan Kings, amongst which is a Buddha, carved out of a single emerald.

Near by is the AUDIENCE HALL of the Kings of Kandy, now the District and Sessions Court. It is a remarkably good specimen of Kandyan architecture.

All round Kandy are numerous delightful walks and drives, and a few miles away are three curious and interesting Buddhist temples—GADALADENYA, GALANGOLLA and LANKA TELIKA.

For a fuller description of Kandy the tourist is referred to "The Visitor's Guide to Kandy and Nuwera Eliya," by S. M. Burrows.

SECTION IV.

KANDY TO TRINCOMALEE.

viâ Habarane (for Pollonarua).

KANDY to **DAMBULLA** (Section V.).

Thence by mail, bullock carriage, or hired conveyance to

60 m. (from Kandy) **HABARANE.** *R.H.* The BUDDHIST TEMPLE here is worth visiting.

[32 m. from Habarane is the ancient deserted royal city of **POLLONARUA.**

The journey has to be made on horseback, and is therefore not to be attempted by those who are not able to stand some fatigue. The bridle track lies for 18 m. through dense forest to **Mineri.** The great lake here is of surprising beauty, and the scenery alone will well repay the traveller. Some seven or eight miles further on is another abandoned lake, that of **Giritella,** very much smaller than the last, but also very beautiful.

The place was first patronised by royalty in the latter half of the 4th century, A.D., but it was not until nearly four hundred years had elapsed that it became the capital. It was apparently abandoned about the end of the 13th century.

Most of the ruins—their number is immense, and they lie scattered for miles throughout the jungle—appear to date from the time of King Prakrama Bahu (1153—1186). An

immense ROCK-HEWN STATUE of this monarch lies 1 m. S. of the *R.H.*, and to the W. of it are the remains of a TOWER, the ROYAL PAVILIONS, and a BATHING TANK, on which will be noticed some fine carving.

½ m. N. is the **Delada,** or "tooth shrine." The structure is of granite, with a considerable amount of quasi-Hindu ornamentation, and is in a good state of preservation. Close by are the **Ata Dage,** a large ruined temple, the **Wate Dage,** and the **Thuparama,** a massive building of brick.

Not far away are the **Salmahal Prasada,** a seven-storied tower, a Buddhist "**post and rail**" enclosure, and, rather to the E., the **Vishnu Dewale,** a highly ornamented Hindu structure and in an excellent state of preservation.

About 800 yards N. of these is a fine dagoba, 200ft. high, known as the **Rankot Dagoba.** It is about 800 years old, and is in a very fair state of preservation. Close by is the **Temple of Jetawanarama,** where there is an immense statue of Buddha more than 60ft. in height. Another dagoba, the **Kiri Dagoba,** is near these.

In the midst of the jungle at the **Gal Vihara** will be found a sedent figure of Buddha, carved out of the rock; another of the same personage, recumbent and 46ft. long; and a huge statue of the beloved disciple Amanda.

The **Demala Maha Saya** is a large, much-ruined building. Much of the ornamentation is, or rather has been, very fine. It is about a mile away from the Gal Vihara in a northerly direction.

Though the dagobas here are not so vast as those at Anuradhapura, yet the various ruins at Pollonarua are in a far better state of preservation.]

75 m. **ALUTOYA.** *R.H.*

92 m. **KANTALAI,** *R.H.*, on the bund of a great tank.

106 m. **PALAMPODDARU.** *R.H.*

116 m. **TRINCOMALEE.** *R.H.*

Trincomalee is the principal naval station of the East Indian squadron. It is a well-laid-out town with a population of about 10,000. It was one of the first places in Ceylon settled by Hindus. The Portuguese took the town in 1622, to yield it up seventeen years later to the Dutch. It was governed alternately by Dutch and French, until the English fleet captured it in 1795. By the Treaty of Amiens in 1801 the place was formally ceded to England.

SECTION V.

COLOMBO TO JAFFNA.

viâ Kandy, Dambulla, Anuradhapura (for the famous Buddhist ruins).

COLOMBO.

75 m. **KANDY** Sta.

91 m. **MATALE** Sta. *R.H.* This is at present the railway terminus. About 2 m. from Matale is the Buddhist monastery and temple of **Alu Vihara,** built in the fissures of some rocks, and well worth a short visit.

From Matale the journey is continued by coach to

105 m. **NALANDE.** *R.H.*

120 m. **DAMBULLA.** *R.H.* Here there is a famous **Cave Temple,** which, though not comparable with such excavations as those of Elephanta, Ajunta and Ellora in India, is nevertheless of considerable interest.

[**SIGIRI,** where is the extraordinary rock fortress of Kasyapa, who in the 5th century obtained the kingdom of Ceylon by murdering his father, Dhatu Sena, is 15 m. from Dambool. The rock stands towering and silent in the midst of the forest. Of the palace and fort scarcely a trace now remains.]

123 m. Here a high bridge spans the MIRISGONI OYA river, beyond which the road bifurcates, that going straight on leads to Trincomalee, while the one to the left continues to

133 m. **KEKERAWA.** *R.H.*

[8 m. from here is the **Great Tank** of **KALWAWEWA,** a magnificent sheet of water, nearly 40 m. in circumference. Accommodation can usually be obtained at the Government bungalow on the bund.

2 m. W. of Kalwawewa is the ancient Buddhist monastery, AUKUNA VIHARA, and a colossal statue, 40ft. high, of the "master." At the foot of the bund are the ruins of the ancient city of **VIGITIPURA.**]

145 m. **TIRAPANE.** *R.H.*

159 m. **ANURADHAPURA.** *R.H.* This place was the capital of Ceylon five hundred years before Christ, but, after the end of the first century A.D., it began to decline, and was finally given up in favour of Kandy about the middle of the 8th century.

Anuradhapura is celebrated as containing a greater number of interesting Buddhistic ruins and relics than any other town in Ceylon.

The **Dagobas** are innumerable. The chief are Ruanwelli, the oldest (140 B.C.), Miriswetiya, Jaytawanarama, and Abhayagiriya, the largest (330ft. high).

Besides these are numberless dagobas, some of which are tiny little things not more than a couple of feet in diameter.

The **Pokunas**, or bathing tanks, like the dagobas, are innumerable, and are scattered about everywhere. Many of them are of very great antiquity.

Monastic Ruins cover an extraordinary area. Little now remains beyond platforms and pillars, but, when intact, they must have formed a collection to be excelled by few. The most interesting of these, the "BRAZEN PALACE," a monastery said to have had nine stories, and built about the end of the 4th century by King Datagamana, is near the *R.H.* Only the lowest storey, consisting of 1,600 pillars, now exists. The QUEEN'S PALACE is another ruin worth examining, and contains some very curious carving.

The **sacred "Bo" tree**, moreover, should not be missed, if only on account of its great age. Planted 245 B.C., it has been carefully tended ever since by a regular succession of guardians.

[Another route to Anuradhapura is *viâ* **Negombo, Chilan** and **Puttalam**, by road.

Leave Colombo by coach.

13 m. **JAELA.** *R.H.*

23 m. **NEGOMBO.** *R.H.* This is a picturesque town of considerable size, with a large "Dutch" population.

36 m. **MARAVILA.** Good *R.H.* The Roman Catholic Church here is very large. The number of R.C. places of worship in this part of the country is remarkable, the more so as in most instances they have been erected by the converts themselves.

48 m. **CHILAN.** Good *R.H.* From here the rest of the journey must be made in a hired carriage. At **MUNISERAM**, near here, is a large Hindu temple, which is worth seeing.

At the fifty-second mile an iron bridge spans the DEDARU OYA, while, seven miles further on, the BATTAL OYA has to be crossed by a ferry.

80 m. **PUTTALAM.** *R.H.* One of the two places where salt, a Government monopoly, is manufactured. The other locality is **HAMBANTOTTA** (Section VI.). The salt pans and works are worth seeing.

103 m. **KALA OYA.** The KALA OYA is liable to

UVA COUNTY (CEYLON)

NEAR WILSONS BUNGALOW

ARECA NUT PALMS

A SACRED BO TREE

A PRETTY "BIT"

FALLS OF BADULLA OYA

PHOTOGRAPHED BY
BOURNE & SHEPHERD CALCUTTA BOMBAY & SIMLA.

heavy floods, and the bridge, though 80ft. above the river, was carried away in 1885.

127 m. **ANURADHAPURA.**

Those who wish to see the scenery should go by one route and return by the other.]

[8 m. from Anuradhapura is the hill of **MIHINTALE,** *R.H.* It is covered with ruined temples and viharas. Flights of steps lead to the summit, which is capped by a great dagoba. The cell of Mahindo, the apostle of Buddhism in Ceylon, together with his stone bed, is at Mihintale. Though somewhat difficult to get at, it is worth seeing, and the view from it is most beautiful.]

Altogether Anuradhapura is one of the most interesting places in Ceylon, and no one who is making a stay in the island should fail to visit it.

There are a few *R.H.'s en route,* but most of them are small and lack comforts and provisions, which must be brought. The country through which the road lies is chiefly monotonous low scrub jungle.

241 m. **ELEPHANT PASS.** *R.H.* (once a Dutch Fort).

249 m. **PALLAI.** *R.H.*

262 m. **CHAVAKACCHERI.** *R.H.*

276 m. **JAFFNA,** a flourishing place of about 38,000 inhabitants, is built on a small, highly-cultivated and thickly-populated peninsula. There are several interesting Hindu shrines, and the **Dutch Fort** is well worth a visit. It contains the QUEEN'S HOUSE, where the Governor stops when he visits Jaffna, and the **Old Dutch Church,** in which are many curious old memorials. Jaffna is the seat of a Roman Catholic Bishop, and the American Mission have several large and flourishing stations near here.

N.B.—There will probably be direct railway communication between Colombo and Jaffna, *viâ* Kurunegala and Anuradhapura.

SECTION VI.

COLOMBO TO MATARA

(for Hambantotta and Tissamaharama) *viâ* Galle.

COLOMBO.

7 m. **MOUNT LAVINIA** Sta. A delightful place to stay at for a few days. Grand Hotel.*

21 m. **PANADURA** Sta. *R.H.* From here it is 42 m. by road to Ratnapura (Section II.).

26 m. **KALUTARA** Sta. *R.H.* The railway here

crosses the KALU GANGA by a fine iron bridge, ¼ m. long.

41 m. **BENTOTTA** Sta. *R.H.*

54 m. **AMBALANGODA** Sta. *R.H.*

61 m. **HIKKADUWA** Sta. *R.H.* There is a fine Buddhist temple here.

74 m. **GALLE** Sta.

Hotel. Peninsular and Oriental H.

Bank. Mercantile B. of India.

Steamship Agencies. Clan Line (Clark, Spence and Co.), British India S.N. Co., Anchor Line (Delmege, Reid and Co.).

Until the completion of the Colombo breakwater, Galle was the chief port of call in Ceylon. The town rose into importance after the advent of the Portuguese, from whom it was taken by the Dutch. It now contains some 35,000 inhabitants. All the country round Galle is delightful, the various drives are beautiful, and there will be found many curious old Buddhist monasteries.

91 m. **WELIGAMA** Sta. *R.H.* A short distance from here, on the Galle Road, is a huge rock-cut statue of one of the Cingalese kings, generally styled the "Leper King."

101 m. **MATARA** Sta. *R.H.* Hotel.

Here the railway terminates for the present.

If the visitor wishes to continue the trip, he must go the rest of the way by road.

104 m. **DONDRA.** There is a fine modern Buddhist monastery here, and the remains of an old temple destroyed by the Portuguese.

114 m. **DIKWELLA**. Good *R.H.*

125 m. **TANGALLA**. Good *R.H.* A few miles from here is **MUKIRIGALA,** an isolated rock hewn into caves and temples, and one of the oldest and most interesting Buddhist localities in Ceylon.

130 m. **RANNE.** *R.H.*

140 m. **AMBALANTOTTA.** *R.H.*

149 m. **HAMBANTOTTA.** *R.H.*

A town of some size; chiefly remarkable as containing one of the two principal Government salt factories. The drifting sand in the immediate neighbourhood threatened to bury the town, but by planting palmyra palms and grass—as was done on the west coast of Cornwall—the shifting movement has been arrested.

20 m. N.E. of this place is **TISSAMAHARAMA,** containing numerous interesting dagobas, monasteries and temples of great antiquity. Most of the remains are ruins scattered everywhere throughout the jungle, but the great dagoba has been restored by the people themselves. The place, the oldest of the deserted royal cities, is well worth a visit by the antiquarian, and hitherto has received comparatively little attention.

A visit should also be paid to the Government salt works.

APPENDIX.

CIRCULAR TOURS.

Tickets for the following tours are issued by Messrs. Thomas Cook and Son (Bombay and Calcutta), who have kindly permitted their insertion. In many cases they will be found of the greatest convenience, and an examination of the list will not only aid the tourist in the selection of a route, but will give him some idea of his expenses. To the cost of the ticket should be added Rs.5—Rs.7 per diem for hotel accommodation, with another rupee for railway coolies, etc. Carriage charges depend on distance and time, but in most stations Rs.5—Rs.10, according to class of conveyance, should suffice, even if the vehicle be retained for the whole day. On long journeys meals at refreshment rooms, or in dining cars, must be added. Personal expenses cannot be calculated as they depend on the individual, and some of the above charges can be kept down by those to whom money is a consideration. These tickets may be used in either direction and can be commenced at any station shown in the itinerary; but the direction and starting station must be declared at the time the ticket is ordered. The period of validity is six months from the date of issue.

Circular No. 1.—Bombay, Bhopal (for Sanchi), Gwalior, Agra, Tundla, Cawnpore, Lucknow, Aligarh, Delhi, Jeypore, Ajmere, Ahmedabad, Bombay, or V. V. First class, Rs.141 11 ans.; Second class, Rs.70 15 ans.

Circular No. 2.—Bombay, Itarsi, Cawnpore, Lucknow, Cawnpore, Agra, Gwalior, Jhansi, Bhopal, Ujjain, Anand, Surat, Bombay, or V. V. First class, Rs.125 9 ans.; Second class, Rs.63 3 ans.

Circular No. 3.—Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Allahabad, Jubbulpore, Bombay, Ahmedabad, Ajmere, Jeypore, Delhi, or V. V. First class, Rs.157 15 ans.; Second class, Rs.79.

Circular No. 4.—Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Jubbulpore, Bombay, Ahmedabad, Ajmere, Jeypore, Delhi, or V. V. First class, Rs.217 10 ans.; Second-class, Rs.108 14 ans.

Circular No. 5.—Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Nagpur, Bhusawal, Bombay, Ahmedabad, Ajmere, Jeypore, Delhi, or V. V. First class, Rs.208 2 ans.; Second class, Rs.104 2 ans.

Circular No. 6.—Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Cuttack, Bezwada, Madras, Raichur, Bombay, Ahmedabad, Ajmere, Jeypore, Delhi, or V. V. First class, Rs.269 11 ans.; Second class, Rs.133 11 ans.

Circular No. 7.—Bombay, Anand, Godhra, Rutlam, Neemuch, Chitorgarh, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Allahabad, Jubbulpore, Bombay, or V.V. First class, Rs.170 5 ans.; Second class, Rs.86 12 ans.

Circular No. 8.—Bombay, Anand, Godhra, Rutlam, Neemuch, Chitorgarh, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Jubbulpore, Bombay, or V. V. First class Rs.230; Second class, Rs.116 10 ans.

Circular No. 9.—Bombay, Anand, Godhra, Rutlam, Neemuch, Chitorgarh, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Nagpur, Bhusawal, Bombay, or V. V. First class, Rs.220 8 ans.; Second class, Rs.111 14 ans.

Circular No. 10.—Bombay, Anand, Godhra, Rutlam, Neemuch, Chitorgarh, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Cuttack, Bezwada, Madras, Raichur, Bombay, or V. V. First class, Rs.282 2 ans.; Second class, Rs.141 8 ans.

Circular No. 11.—Bombay, Khandwa, Indore, Rutlam, Neemuch, Chitorgarh, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Allahabad, Jubbulpore, Bombay, or V. V. First class, Rs.175 10 ans.; Second class, Rs.89 8 ans.

Circular No. 12.—Bombay, Khandwa, Indore, Rutlam, Neemuch, Chitorgarh, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Jubbulpore, Bombay, or V. V. First-class, Rs.235 5 ans.; Second class, Rs.119 6 ans.

Circular No. 13.—Bombay, Khandwa, Indore, Rutlam, Neemuch, Chitorgarh, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Nagpur, Bombay, or V. V. First class, Rs.225 13 ans.; Second class, Rs.114 10 ans.

Circular No. 14.—Bombay, Khandwa, Indore, Rutlam, Neemuch, Chitorgarh, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Cuttack, Bezwada, Madras, Raichur, Bombay, or V. V. First class, Rs.287 6 ans.; Second class, Rs.144 3 ans.

Circular No. 15.—Bombay, Ahmedabad, Mehsana, Marwar, Jodhpur, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Allahabad, Jubbulpore, Bombay, or V. V. First class, Rs.169 5 ans.; Second class, Rs.82 13 ans.

Circular No. 16.—Bombay, Ahmedabad, Mehsana, Marwar, Jodhpur, Ajmere, Jaipur, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Jubbulpore, Bombay, or V. V. First class, Rs.229; Second class, Rs.112 11 ans.

Circular No. 17.—Bombay, Ahmedabad, Mehsana, Marwar, Jodhpur, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Nagpur, Bhusawal, Bombay, or V. V. First class, Rs.219 8 ans.; Second class, Rs.107 15 ans.

Circular No. 18.—Bombay, Ahmedabad, Mehsana, Marwar, Jodhpur, Ajmere, Jeypore, Delhi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Cuttack, Bezwada, Madras, Raichur, Bombay, or V. V. First class, Rs.281 2 ans.; Second class, Rs.137 8 ans.

Circular No. 19.—Bombay, Khandwa, Itarsi, Bhopal, Jhansi, Agra, Delhi, Cawnpore, Lucknow, Benares, Mogulserai, Allahabad, Jubbulpore, Bombay, or V. V. First class, Rs.160 10 ans.; Second class, Rs.80 6 ans.

Circular No. 20.—Bombay, Khandwa, Itarsi, Bhopal, Jhansi, Agra, Delhi, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Jubbulpore, Bombay, or V. V. First class, Rs.220 5 ans.; Second class, Rs.110 4 ans.

Circular No. 21.—Bombay, Khandwa, Itarsi, Bhopal, Jhansi, Agra, Delhi, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Nagpur, Bhusawal, Bombay, or V. V. First class, Rs.210 13 ans.; Second class, Rs.105 8 ans.

Circular No. 22.—Bombay, Khandwa, Itarsi, Bhopal, Jhansi, Agra, Delhi, Cawnpore, Lucknow, Benares, Mogulserai, Calcutta, Cuttack, Bezwada, Madras, Raichur, Bombay, or V. V. First class, Rs.272 6 ans.; Second class, Rs.135 1 ans.

Circular No. 23.—Bombay, Poona, Marmagao, Hubli, Bangalore, Mysore, Bangalore, Madras, Erode, Calicut, Erode, Jalarpet, Guntakul, Hotgi, Poona, Bombay, or V. V. First class, Rs.198 4 ans.; Second class, Rs.94 7 ans.

Circular No. 24.—Bombay, Wadi, Warangal, Bezwada, Madras, Guntakul, Bombay, or V. V. First class, Rs.125 5 ans.; Second class, Rs.57 6 ans.

Circular No. 25.—Bombay, Poona, Bangalore, Mysore, Bangalore, Madras, Barang, Calcutta, Allahabad, Jubbulpore, Bombay, or V. V. First class, Rs.251 13 ans.; Second class, Rs.123 15 ans.

Circular No. 26.—Bombay, Itarsi, Jhansi, Agra, Cawnpore, Lucknow, Benares, Mogulserai, Allahabad, Jubbulpore, Bhopal, Ujjain, Anand, Surat, Bombay, or V. V. First class, Rs.155 12 ans.; Second class, Rs.78 5 ans.

Circular No. 27.—Calcutta, Mogulserai, Benares, Lucknow, Cawnpore, Delhi, Agra, Gwalior, Jhansi, Cawnpore, Allahabad, Calcutta, or V. V. First class, Rs.148; Second class, Rs.74 1 an.

Circular No. 28.—Calcutta, Mogulserai, Benares, Lucknow, Cawnpore, Delhi, Jeypore, Bandikui, Agra, Allahabad, Calcutta, or V. V. First class, Rs.156 14 ans.; Second class, Rs.79 5 ans.

Circular No. 29.—Calcutta, Mogulserai, Benares, Lucknow, Cawnpore, Agra, Delhi, Jeypore, Ajmere, Chitorgarh, Oodeypore, Indore, Khandwa, Jubbulpore, Allahabad, Calcutta, or V. V. First class, Rs.212; Second class, Rs.107 11 ans.

Circular No. 30.—Calcutta, Mogulserai, Benares, Lucknow, Cawnpore, Agra, Delhi, Jeypore, Ajmere, Abu Road, Ahmedabad, Baroda, Bombay, Daulatabad, Pachora, Jubbulpore, Allahabad, Calcutta, or V. V. First class, Rs.225 8 ans.; Second class, Rs.112 14 ans.

Circular No. 31.—Calcutta, Mogulserai, Benares, Lucknow, Cawnpore, Delhi, Agra, Gwalior, Jhansi, Itarsi, Pachora, Daulatabad, Bombay, Wadi, Hyderabad, Bezwada, Puri, Calcutta, or V. V. First class, Rs.263 1 ans.; Second class, Rs.125 3 ans.

Circular No. 32.—Bombay, Itarsi, Jhansi, Cawnpore, Lucknow, Mogulserai, Allahabad, Jubbulpore, Bombay, or V. V. First class, Rs.128 8 ans.; Second class, Rs.64 5 ans.

Circular No. 33.—Bombay, Khandwa, Itarsi, Bhopal, Jhansi, Cawnpore, Agra, Delhi, Ghaziabad, Lucknow, Benares, Mogulserai, Calcutta, Cuttack, Bezwada, Madras, Raichur, Bombay, or V. V. First class, Rs.282 6 ans.; Second class, Rs.140 2 ans.

Circular No. 34.—Calcutta, Mogulserai, Benares, Lucknow, Cawnpore, Agra, Delhi, Amritsar, Lahore, Karachi, Bombay, Baroda, Abu Road, Ajmere, Jeypore, Agra, Allahabad, Calcutta, or V. V. First class, Rs.307 7 ans.; Second class, Rs.152 1 an.

Circular No. 35.—Calcutta, Mogulserai, Benares, Lucknow, Cawnpore Agra, Delhi, Amritsar, Lahore, Karachi, Bombay, Colombo, Madras, and Calcutta, or V. V. First class, Rs.424 12 ans.; Second class, Rs.211 7 ans.

Circular No. 36.—Bombay, Poona, Hotgi, Bijapur, Gadag, Hospet (for Hampi, Ruins of the City of Vijayanagar), Gadag, Hubli, Londa, Belgaum, Wathar (for Mahableshwar), Poona, Bombay, or V. V. First class, Rs.82 5 ans.; Second class, Rs.38.

Circular No. 37.—Bombay, Poona, Wathar (for Mahableshwar), Miraj, Kolhapur, Belgaum, Londa, Hubli, Banavara (for Belur and Hullabid), Bangalore, Seringapatam, Mysore, Bangalore (for Southern India), Guntakal, Bellary, Hospet (for Hampi), Bijapur, Hotgi, Poona, Bombay, or V. V. First class, Rs.143 1 an.; Second class, Rs.65.

Circular No. 38.—Bombay, Poona, Wathar (for Mahableshwar), Miraj, Kolhapur, Belgaum, Hubli, Banavara (for Belur and Hullabid), Bangalore, Seringapatam, Mysore, Bangalore, Guntakal, Bezwada, Hyderabad, Wadi, Hotgi, Poona, Bombay, or V. V. First class, Rs.164 11 ans.; Second class, Rs.72 14 ans.

Circular No. 39.—Bombay to Bhopal (for Sanchi), Gwalior, Agra, Tundla, Cawnpore, Lucknow, Moradabad, Ghaziabad, Delhi, Jeypore, Ajmere, Ahmedabad, and back to Bombay over the B.B. C.I. Railway or V. V. First class, Rs.138; Second class, Rs.69 2 ans.

Circular No. 40.—Bombay, Khandwa, Itarsi, Bhopal, Jhansi, Cawnpore, Agra, Delhi, Ghaziabad, Lucknow, Benares, Mogulserai, Allahabad, Jubbulpore, Bombay, or V. V. First class, Rs.170 9 ans.; Second class, Rs.85 6 ans.

Circular No. 41.—Bombay, Khandwa, Itarsi, Bhopal, Jhansi, Cawnpore, Agra, Delhi, Ghaziabad, Lucknow,

Benares, Mogulserai, Calcutta, Jubbulpore, Bombay, or V. V. First class, Rs.230 4 ans.; Second class, Rs.115 4 ans.

Circular No. 42.—Bombay, Khandwa, Itarsi, Bhopal, Jhansi, Cawnpore, Agra, Delhi, Ghaziabad, Lucknow, Benares, Mogulserai, Calcutta, *viâ* B.N. Railway, Nagpur, Bhusawal, Bombay, or V. V. First class Rs.220 12 ans.; Second class, Rs.110 8 ans.

Circular No. 43.—Delhi, Meerut, Saharanpur, Umballa, Amritsar, Lahore, Delhi, or V. V. First class, Rs.35 7 ans.; Second class, Rs.17 12 ans.

SELECTED HINDUSTANI PHRASES AND WORDS

Tourists usually engage English-speaking servants on arriving in India, and, unless they are going to make a prolonged stay in the country, it is the simplest plan, as, though English is understood more or less by the native clerks and officials, the people speak one or other of the various vernaculars. Of these, that commonly known as Urdu, or Hindustani, will carry one further than any other.

The new arrival will find "A Hindustani Manual for Beginners" ("Times of India" Press, Bombay) of much assistance. It contains a large number of useful words and sentences. Forbes' "Manual," though old, is still to the front as a Hindustani guide. The following sentences are put together merely with the idea of helping a newly-landed passenger, who may happen to find himself without anyone to interpret for him. They have been selected as being those most likely to be first required, and are in no sense a vocabulary.

SENTENCES.

Put[1] (the) luggage[2] in[3] (the) carriage[4]. = Asbāb[2] gāri[4] men[3] rakho[1].

Drive (go)[1] to[2] Watson's[3] hotel. = Watson-ke[3] hotel ko[2] jāō[1].

How much[1] is[2] (the) fare[3] (price)? = Kirāya[3] kitnă[1] hai[2]?

Show[1] your[2] tariff[3]. = Tūmhāră[2] nĭrikh[3] dikhlāō[1].

Where[1] is (the) railway-station? = Railka steshan kăhān[1] hai?

Call[1] (a) porter. = Coolie bulāō[1].

Come[1] back[2] (at) half-past-three[3] o'clock[4]. = Phir[2] āō[1] sārhĕ tin[3] baje[4].

(The) carriage has been with-me an-hour-and-a-half. = Gāri hamāre-sāth dērh-gante se hai.

Where is (a) good shop? = Achchă dūkān kăhān hai?

That is very {dear / cheap} = Wuh bahut {māngā / sasta} hai.

Bring (to) me some {hot / cold} water. = Ham-ko kūch {garm / thandă} pāni leāō.

At what o'clock is {breakfast / luncheon / dinner} ? = Kai baji {hāzri / tiffin / khānă} hai?

Take this letter to (the) post. = Yih chitti {Tăpāl-ghar (Bom) / Dāk-ghar (Beng)} ko le jāō.

(I) want a {hat. / gloves.} = {Topee / Dastāna} mangtă.

I will give you half (what you ask). = Ham tūm-ko ādhă denge.

Put (my) box in (the) brake-van. = Sūndook break men rakho.

Is everything ready? = Sab chīz taiyār hai?

Make (my) bed ready. = Palang (or bistar) taiyār karo.

Where does (the) road go? = Yih rastă kăhān jātă hai?

Wake me at (a) quarter-to-seven. = Poune-sāt baje ham-ko jagāō.

Send (an) answer by-the-servant. = Noukar-ke-sāth jawāb bhejdo.

{Stand / Sit} on (the) {chair / table / floor / ground} = {chouki / mez / farash / zămīn} par {khara ho / baitho}.

Do you understand ? = Māloom hai ?
Bring the bill. = Hisāb ko le āo.
How much ? = Kitna ?

Go[1] in-front[2] (on) / behind } = Samne[2] / piche } jaō[1].

The following words are of constant use :—

NUMERALS.

1 ek.	6 che.	20 bis.
2 dō.	7 sāt.	25 pachīs.
3 tin.	8 āth.	50 pachās.
4 chār.	9 nou.	100 sau.
5 pānch.	10 das.	1000 hăzār.

IMPERATIVES.

aid = maddad dō.
break = tor-do.
close = band karo.
come here = yahān āō
cut = kāto.
do = karo.
don't do = mat karo.
fall = giro.
(let) fall = girādo.
find = tālāsh karo.
give = do.
go away = hat jāo, chale jāo.
lift up = ūthāō.
make = banāo.
make loose = dhīlă karo.
make tight = tang karo.
open = khōlo.
pull = khincho.
put down = rakh-do.
run = douro.
send = bhejdo.
strike = māro.
take = lo.

ADJECTIVES.

bad = kharāb.
big = barră.
correct = thīk.
dirty = maila.
dry = sūkhă.
excellent / (first-class) } = pakkă.
fresh = tāză.
for hire = ticca.
inferior = katchă (kachcha).
left (direction) = bāen.
long = lambă.
lost = ghum.
right (direction) = dāhină.
short (small) = chhōta.
wet = bhingă.

NOUNS.

animal = jānwăr.
arrangement = bandobast.
bath = ghusal.
beer = beer sharāb.
bird = chĭrĭyă.
blanket = kammal.
book = kĭtāb.
boots = jūti.
bread = rōtĭ.
butter = makkan.
camel = ūnt.
candle (lamp) = batti.
chair = kursi
cheese = panīr.

NOUNS—*continued.*

chicken = mūrghi.
church = girja ghar.
claret = lāl sharāb.
clock (watch) = gharri.
clothes = kapra.
coffee = khahwa.
cow = gāo.
curry = kāri bhāt.
cup = piyālă.
dog = kūttă.
door = darwāza.
elephant = hāthi.
envelope = lifāfă.
fish = machlĭ.
fork = kāntă.
gun = bandook.
hand basin = chilamchi.
horse = ghōră.
handkerchief = rūmāl.
house (Eur) = bangala, kothi
house (nat) = ghar.
ink = sĭyāhĭ.
key = chābĭ.
knife = chūrrī.
lock = tāla.
lemonade = mitha (sweet) pāni.
meat = ghōsht.
milk = doodh.
Museum = Ajāib (wonder) ghar.
mustard = rāi.
office = daftar, catcherry.
„ post = dāk ghar.
„ telegraph = tār ghar
oil = tel.
paper = kāghaz.
pen = kallam.
pencil = pincīl.
pepper = mĭrĭch.
pillow = takiă.
plate = bartan.
postage stamp = dāk ki tikkat
potatoes = ālū.
quilt = rĕzāĭ.
rice = bhāt.
room = kamră.
rope (string) = rassĭ.
salt = nimack.
saucer = pĭrĭch.
sealing-wax = lākh.
sheet = chaddar.
shirt = kamīz
snake = sāmp.
soap = sābūn.
socks = mouze.
sodawater = wilāyati (European) pāni.
soup = shūrwă.
spoon = chamach.
stick = lakrĭ.
sugar = chīnĭ, misri.
tea = chāh.
towel = towlia.
umbrella = chattri.
vegetables = tarkāri.
water = pāni.
whiskey and soda = peg.
window = khirki.
wine = sharāb.

ADVERBS, &c.

above = ūpar.
and = aur.
below = nīchhe.
if = ăgăr.
immediately (lit. one breath) = ek dam.
little = thōră.
more = aur, ziyāda.
much = bahut.
no = nahīn.
now = abhī.
quickly = jaldĭ.
slowly = āhista.
yes = hān, be shak.

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